

# Raleigh Tribune.

DAILY

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## THE TRIBUNE IS REPUBLICAN, BUT IT IS THE PEOPLE'S PAPER.

### BOYD FOR THE CABINET

Pritchard Sends Special Envoy to McKinley in His Behalf.

BUTLER ADMITS LEASE BILL'S DEFEAT

CHARGES BRIBERY, THE SAME AS WHEN THE LEASE WAS MADE.

Butler Says Governor Russell is the Man He Will Have to Defeat in 1900—Expects to Run as a Silver Candidate—Senator Pritchard No Better.

Special to THE TRIBUNE.

Washington, D. C., Feb. 5.—In response to a second message from President-elect McKinley, Senator Pritchard dispatched a special envoy to Canton today in Col. Boyd's interest. He will submit Col. Boyd's voluminous endorsement and Senator Pritchard's urgent request that action preliminary to his appointment be deferred until he can see McKinley in person. With Maryland out of the way that State will join West Virginia in urging Col. Boyd's appointment. Kentucky is the lion in the path. Senator Butler privately conceded today, it is reported, the defeat of Gov. Russell's bill to annul the lease of the Norfolk and Carolina Railroad. As reported, the alleged admission was coupled with charges of bribery. The sum used by the Southern to defeat the proposed legislation is variously estimated—one hundred thousand dollars is the minimum and one million the maximum expended. This sum added to the alleged fabulous sum expended by Hanna in the Senatorial election ought to make flush times in Raleigh.

Talking over the situation in the State, Senator Butler is quoted as saying that Russell is the man he will have to beat for the Senate in 1900.

It is intimated that Butler will be the independent silver candidate for Governor in 1900, with a view to holding the Populist party in line on the silver question and thus secure a re-election.

Mrs. Senator Pritchard and McKinley Pritchard arrived this morning. The Senator is more comfortable tonight, but there is no marked improvement in his condition.

Mr. C. J. Harris left today for Chicago.

J. B. H.

SUGAR TRUST INVESTIGATED.

The Trust, with a Capital of \$75,000,000 Controls Product and Price of Sugar in the United States.

New York, Feb. 5.—The special committee appointed to investigate the subject of trusts, met in this city today.

H. O. Havemeyer and Theo. A. Havemeyer, the heads of the American Sugar Refining Company, were on hand, having been subpoenaed as witnesses.

Henry O. Havemeyer, president of the company, said the so-called sugar trust came into existence in 1887, and it continued until January 1891. The witness said that there were about fifteen companies which were consolidated in 1891. He thought that the total value of the assets of the combined companies was \$70,000,000 less 15 per cent.

Witnesses said the American Sugar Refining Company was organized in 1891 and took the place of the so-called trust. The transfer was made by the purchase of the assets of the trust. Fifty million dollars worth of stock was originally issued and increased in 1893 to \$75,000,000.

To an inquiry from Chairman Lexow whether the witness company did not control product and price of refined sugar in the United States, Mr. Havemeyer replied in a very emphatic voice: "We undoubtedly do."

"And you do it by reason of the consolidation?"

"We do it simply from the fact that we own property that can refine so much sugar."

The witness said that the American Sugar Refining Company did not prevent anybody from competing, and that it could not be called a monopoly.

Mr. Havemeyer being questioned in reference to the coffee business, said that his going into the coffee business had nothing to do with the Arbuckle; did not consider them competitors.

John Arbuckle was called next. He testified that he had determined to build a sugar refinery. A director of the American Sugar Refining Company, in speaking to him about it, said: "How would you like us to go into the coffee roasting business?"

"I felt it was an implied threat that if we went on with the building of our sugar refinery they would go into the coffee business," said Mr. Arbuckle.

"Did you go on?"

"Yes, sir, we did; and we are now building it."

The Pope Improved.

Rome, Feb. 5.—The Pope, who was attacked with a fainting fit yesterday, is much better today.

### CHRISTIANS AND MOHAMMEDANS

Fighting in Crete—Desperate Work of Turkish Soldiers—Christians Slughtered.

London, Feb. 5.—A dispatch to the Central News, from Athens, says that desperate fighting has occurred between the Christians and Mohammedans in the Island of Crete. The Mussulmans have set fire to the city of Canea and the place is now burning. The place is in a state of anarchy, and a Christian is safe nowhere. Many Christians who locked themselves in their houses, were driven out by the flames, only to meet death at the hands of Turkish soldiers, who shot them down at sight. A number of Christians have succeeded in finding refuge on the warships in the harbor, but the outlook for those still in the city is very precarious.

The situation is so critical that marines have been landed from the British and French warships to protect the Consulates of their respective governments.

### RETURN OF THE INDIANA

SHE HAD BEEN AT SEA SCARCELY TWENTY-FOUR HOURS.

Her Turrets Worked Loose, Allowing the Big Guns to Swing Back, Almost Sinking the Vessel.

Washington, D. C., Feb. 5.—What may be reported to foreign governments as an ignominious failure of one of the crack vessels of the new navy receives an explanation which navy officers of experience regard as satisfactory. The return of the battle ship Indiana to Hampton Roads today, after having been at sea with Admiral Buncce's squadron scarcely twenty-four hours, was due to the same turrets which got loose in a storm last fall when Captain Evans commanded the ship in evolutions off Long Island. On that occasion the big guns projecting from the turrets swung back and forth across the decks as the ship heeled over on her beam ends in the sea and the gravest fears were felt that the magnificent vessel would turn "turtle," as the sailors express it, and go down with all hands. Captain Evans hove her to, and lashed the guns temporarily, which enabled him to reach port, and then several months were spent at the navy yard in trying to remedy the defect.

Captain Evans was succeeded in command by Captain Taylor, formerly of the war college, and yesterday was Captain Taylor's first experience for some time in an armored ship that has earned a reputation for wallowing, and it is understood that the long rollers following the recent heavy gale, made themselves felt on the ship when the fleet got off Hatteras. If she had not been restricted to squadron formation, Captain Taylor might have headed his course into the sea, but as the New York, with her high freeboard and notable stability, was setting the course, and as the Indiana could not safely stay with the fleet, she was permitted to return. If her turrets had broken loose off Hatteras the ship might have been lost.

The Navy Department gave out the following statement regarding the matter this afternoon:

"The Indiana returned today to Hampton Roads, having made a run with her squadron. When she went out this time she had with her a new locking device for her turrets lately put on at New York, and which was intended to remedy the trouble she had the last time she put to sea in heavy weather. This present device has three times the strength of the former one. Very properly the officers of the ship have been cautious and observant as to its workings, and she has returned to the Roads for a further inspection of it and possible readjustment. Her former trouble was occasioned to some extent by her rolling in the very heavy sea which she then encountered, and it is possible she again met unusually rough sea."

When the Indiana and Massachusetts were designed they had on, as is absolutely necessary for them, bilge keels, but very unfortunately all the docks up to the one just completed at New York were not of sufficient capacity to dock any of these ships with bilge keels, but anticipating the construction and finishing of the dock at New York, the Department some time ago ordered bilge keels to be ready for all these ships, and such keels will be placed in position as soon as possible.

Great Britain had a similar experience with her battle ships before such keels were put on. The case of the Resolution is well known to the profession all over the world.

The Department expects to have the Indiana again at sea in a few days.

Negligence of Fellow Servant.

There was an interesting session of the House Judiciary Committee yesterday afternoon to consider the bill introduced by Mr. Harless of Ireland, to abrogate the law of negligence of fellow servant. The debate was animated. Messrs. Avery, Lacey and Schuklen and the author of the bill spoke in favor of it. Messrs. Busbee, Batchelor and Day opposed it. The committee decided to report the bill favorably. Under existing law, one who receives an injury from the negligence of one in the same employment can recover in a suit against his employer. The bill proposes to give such an one the right to recover.

Death of a Famous Pitcher.

Bloomington, Ill., Feb. 5.—Charles Radbourn, who for many years was the pitcher for Providence and Boston teams of the National League, died here at 1 p. m.

### NATIONAL LEGISLATION

Richard R. Kenney from Delaware Seated.

61 PRIVATE PENSION BILLS PASSED

LOUISIANA CONTESTED ELECTION CASES TAKEN UP IN HOUSE.

Mr. Thurston Continues His Speech on the Right of Judicial Sale of the Union Pacific Railroad Property.

Washington, D. C., Feb. 5.—The vacancy which has existed in the Senate since the 4th of March, 1896, by reason of the failure of the Delaware Legislature to elect a Senator from that State, was filled today by the admission of Richard R. Kenney, whose credentials, in due form, were presented by Mr. Gray (Dem., Del.) and were accepted as prima facie evidence of his right to the seat. Even Senators Chandler and Hoar recognized Mr. Kenney's right to be sworn in and to take his seat, suggesting, however, the question of whether the Delaware Legislature which had elected him was a fraudulent body which would be hereafter presented to the committee on privileges and elections. Meantime, Mr. Kenney holds the seat, and the forty-five States of the Union are now fully represented in the Senate by ninety Senators.

The House bill to prohibit the sale of intoxicating liquors in the capital was not taken up today, Mr. Hill stating that it could not be disposed of within the morning hour, but notice was given by Mr. Morrill that he would move to have it taken up tomorrow.

Mr. Thurston (Rep., Neb.) continued his speech in opposition to the resolution of his Populist colleague, Mr. Allen, questioning the right of the Executive Department to consent to a judicial sale of the property of the Union Pacific Railroad Company. His argument was to show that that disposition of the question was the legal and proper one. He had not finished his speech when the morning hour expired.

The Nicaraguan bill was taken up, and speeches in opposition to it were made by Senators Allen and Caffery.

Afterwards some fifty pension bills and some twenty-five other unobjectionable House bills were taken from the calendar and passed, and the Senate at 6:05 p. m. adjourned until tomorrow.

With a few interruptions the House applied itself today to the consideration of the unfinished business, and while thus engaged, disposed of 61 private pension bills. Among them were bills granting pensions of \$50 a month to the widow of General Erasmus A. Tyler; to Edwin C. Spofford, of the 5th Massachusetts infantry; to Shuball Gould, of the 8th Iowa; to Hans Johnson of the 27th Iowa; to Major General Julius A. H. Stahl; to the widow of General Matthew P. Trumbull; and of \$30 a month to the widow of the late General and Governor W. H. Stoneman, of California.

Reports were presented and ordered printed upon the contested election cases of Benoit vs. Boatner, from the fifth district of Louisiana (the second from that district this Congress); of Hopkins vs. Kendall, from the tenth Kentucky district, and of Beattie vs. Price, from the third Louisiana district—all in favor of the sitting member.

The conference report on the military academy appropriation bill was agreed to.

At 5:30 the House took a recess until 8 o'clock, the evening session to be devoted to private pension bills.

PREMIER HINTZE ROBEIRO.

Delivers the Resignation of the Entire Ministry to the King.

Lisbon, Feb. 5.—Premier Hintze Ribeiro today delivered to the King the resignation of the entire Ministry, in forming His Majesty that the Cabinet had found themselves unable to grapple with the present economic and financial situation, and had, therefore, resolved to retire from office. The King accepted the resignations and summoned the Progressist leader, Sr. Luciano De Castro, to form a new Cabinet, in which Senor Barros Gomes, a member of the Council of State, will be appointed Minister of Foreign Affairs.

Corbett and Fitzsimmons Will Fight.

Denison, Tex., Feb. 5.—Dan Stuart, the promoter of the Corbett Fitzsimmons fight, left for Nevada today to arrange for the coming fight. Before leaving, Stuart said: "The battle will either take place at Reno or Carson City. There will be no hitch in the programme. There are no technicalities, no legal interference, nor anything to look for in that direction. I shall erect an amphitheatre to seat 25,000 people and expect it to be full. I shall arrange all details soon after reaching Nevada, and will then announce the place where the contest will take place."

Bank Failure in Ohio.

Franklin, O., Feb. 5.—The First National Bank has suspended. Capital \$100,000; surplus \$20,000; undivided profits \$30,000; deposits \$135,000; loans and discounts \$195,000.

### No More Dividends for Creditors.

Chicago, Ill., Feb. 5.—Creditors of the National Bank of Illinois will get no further dividends for the present. The West Chicago park commissioners have secured a restraining order to this effect from Judge Hancock. The injunction commands Receiver John C. McKeon to reserve a sum of \$218,169, which the park commissioners claim should be paid from the bank's funds to their credit as trustee. This is the amount which the commissioners say is due from their late treasurer, Edward S. Dreyer, and the charge is made that he turned over this amount to the insolvent bank.

### Southern's Earnings Falling Off.

New York, Feb. 5.—For January, the Southern Railway earned \$1,571,168, a decrease of \$72,902.

The Georgia and Alabama, \$88,078; increase \$35,516.

Chesapeake and Ohio, \$900,473; decrease \$39,650.

Alabama and Great Southern, \$138,250; increase \$7,553.

### GENERAL STONE'S LECTURE

HE TELLS OF MANY ADVANTAGES IN GOOD ROADS.

A Tribute to North Carolina—Midway Between Maine and Florida—An All-the-Year Health Resort.

Representative's hall was well filled last night with a large attendance of General Assemblymen, and visitors as well assembled, to hear General Stone lecture on "Good Roads" and witness Prof. Holmes' North Carolina scenery as shown upon a canvass by magic lantern process.

The following are only a few brief extracts from General Stone's able lecture: Mr. President and Gentlemen of the General Assembly of North Carolina:

"When I had the privilege of speaking in this chamber before on the subject of road improvement, it was only by invitation of a few public spirited citizens. I speak tonight at the joint request of the Senate and House of Representatives of North Carolina, and I take this fact as a happy augury of the progress and success of the movement for good roads throughout the United States."

The State has already made such progress in some sections in improvement of its highways that, wherever I have been, I have been able to hold the Old North State up as an example and incentive—a shining beacon light to States of far greater wealth and population. I am sure, however, that the little taste you have had of the fruits of road improvement has only given you an appetite for more, and that you are anxious for more speedy progress if the way can be found without oppressive taxation or dangerous indebtedness.

In considering the subject of taxation for good roads you must take into account the tax of bad roads, and we find the average cost of marketing products to be almost exactly twenty-five cents per ton for every mile. This is three times as great as the cost of hauling the same products over good roads.

The cost of the hauling done on the county roads is not less than nine hundred million dollars annually. We deem it entirely safe to say that six hundred of this nine hundred millions can be saved to the State by good roads, a sum universal. This six hundred millions then, is the annual bad road tax.

The farmers add all of it they can to the price of their products and thus saddle it upon the merchant and the consumer, and this it is which makes the people of the cities and villages, and all other occupations than farming willing now to help bear the burden of road improvement.

Your State has many special considerations which would prompt it to a speedy effort to even some sacrifice, to improve its roads. I have lately urged upon the people of Maine to make good roads for their summer visitors, and upon the people of Florida to do the same for their winter visitors. Midway between these localities, your mountains are a summer resort for the South and a winter resort for the North, and a health resort all the year round. You offer all other attractions except the one essential feature of the means of easy and comfortable access and communication.

If your mountains belonged to a wide-awake land syndicate that syndicate would spend millions of dollars on their roads, and this regardless of all considerations but that one of the entertainment of tourists.

What prosperity would burst upon this country if every farmer, farm hand and farmer's boy, who is not in school, and every farmer's team could earn a day's wages every working day, rain or shine.

You are all studying further how to renovate the worn-out soils of the lower portion of the State. How easy this would be if you had good roads and such cheap fertilizers as lime, marl, mud leaf mould and the refuse of the towns could be hauled as it is in the neighborhood of Philadelphia, in loads of three or four tons to a pair of horses. It is not uncommon there to see the cheap fertilizers hauled twenty miles on a wagon.

In conclusion General Stone suggested that competent men be selected by the Legislature to investigate the needs of the State and make such recommendation as they may deem to be the best interests of the public in road improvement.

PROFESSOR HOLMES' SCENERY.

The splendid magic lantern portrayal of North Carolina scenery by Professor Holmes was a fitting conclusion for the able lecture by General Stone. The scenes embraced many of the most noted places in the western, middle and eastern sections of the State, and all were heartily received, there being abundant demonstration of the appreciation of the Assembly and visitors.

### MARKETS FAVORABLE

Prospect of Protection Has Its Effect on Wool.

LITTLE DEMAND FOR IRON AND STEEL

NO EMBARRASSMENT IN THE MONEY MARKET.

305 Failures This Week Against 326

Last and 338 Previous Week—Dun & Co. Report No Important Change in Business Over Last Week.

New York, Feb. 5.—Bradstreet's tomorrow will say that the general trade, which was retarded by unfavorable weather a week ago, has recovered some what at Chattanooga, Memphis, Birmingham and New Orleans. While the cold weather cut into stocks of heavy goods, it delayed the sale of spring goods. Other relatively favorable trade reports are from St. Paul, Chicago, Minneapolis and St. Louis. At most centres jobbers report business quiet or unchanged, with no prospect for immediate improvement.

The restriction of the production of cotton goods has not strengthened the market or advanced prices yet. The heavy increase in sales of wool (40,000,000 pounds at Boston alone since January 1, against 24,000,000 pounds last year) is based largely on the expectations of a higher duty on wool. More woolen mills have started up, and those which have hit the popular taste in style and fabric are full of present business.

One of the most unsatisfactory industrial features is the lack of demand for iron and steel, prices of which in the central West and States have gotten below nominal quotations. Eastern and Western iron makers are attracted by the expansion of the Southern pig iron export trade within a few months.

The downward tendency of prices of staples noted during the past two or three weeks is checked, in part, there being almost an equal number of the products and commodities usually quoted, which are higher or lower or unchanged compared with last week. Among those which have advanced are Havana tobacco, wheat, corn and oats, paper and refined and crude petroleum. Those which are lower include rosin, hides, wheat, flour, pork, lard, coffee and raw sugar. Practically unchanged quotations are recorded for refined sugar, rice, tea, lumber, wool, cotton and pig iron.

The check to the number of business failures reported last week appears again in the total for the current week, 305 throughout the United States as compared with 326 last week, and 338 in the same week last year.

New York, Feb. 5.—R. G. Dun & Co. will say tomorrow in their weekly review of trade: No important change in business appears, but the number of manufacturing establishments starting much exceeds the number of those stopping during the week, and so much that the statement of working time in many cotton mills probably does not lessen the aggregate productive force or amount of wages paid. There is distinct increase in orders for woolen goods, some gain in the silk manufacture, awaiting conditions, with gain in one branch of boots and shoes, and indications of better things coming in the iron and steel manufacture.

Cotton fell to 7½c, after the agreement to close Fall River and other print cloth works, became known, but recovered the quotation of a week ago, 7.31 cents, without further news. Spinners' takings have been so small this year, those of Northern mills about 400,000 bales less than in 1894-95, that the admitted narrowness of demand for goods has at present considerable weight. It appears that foreign trade is also somewhat restricted by narrowness of demand.

Sales of wool have been smaller than in other recent weeks and yet are far in excess of the consumption of all mills for a week, if all were fully employed. At the three chief markets the aggregate for the week has been 13,563,700 pounds.

There has been only a slight stiffening in prices, but more foreign wool will be taken and stored, it is believed, if Western holders continue to demand higher prices.

Prices of B-semer pig and Grey Forge at Pittsburgh have slightly advanced, with a much more hopeful feeling, notwithstanding the comparative narrowness of the demand for finished products, and in plates and wire and wire nails there is much more business, with good prospects. Billets are quoted at \$15.25, with scarcely any demand at present, and rods at \$21, while No. 27 black sheets are quoted at only 2c. Reports that 25,000 tons of steel plate and sheet bars have been exported to England are only indications of the temporary excess of supply over demand in this country, and are not supposed to have realized any profit. Yet it is stated that prices of cast pipe are from \$2 to \$3 per ton lower at New York than at Scotch Works.

Bars are quoted at the lowest price ever known at Philadelphia, without much improvement in the demand, and steel rails are still inactive and unchanged in price, the railroads waiting

for a decline corresponding to the fall in billets. But on the whole, the demand for iron and steel products is slowly gaining and a considerable proportion of the work is employed, though the gain is not yet enough for those who have taken large stocks of material or products on speculation.

In the money market there appears no embarrassment, and the large sale of Northern Pacific and Oregon Navigation securities to European capitalists has given additional assurance that balances due to this country will not be cancelled for some months to come, so that the point of possible gold exports is removed still further.

Failures for the week have been 311 in the United States, against 323 last year, and 63 in Canada, against 67 last year.

Cashier Left a Shortage.

Bethlehem, Pa., Feb. 5.—Expert accountants have found a shortage of nearly \$15,000 in the accounts of Cashier C. E. Breder, of the First National Bank of Bethlehem. Breder has absconded. The amount was taken in small sums, showing systematic peculation. Breder was cashier twenty years.

### BANK CLOSED BY DIRECTORS

DEFALCATION OF ABOUT TWENTY-SEVEN THOUSAND DOLLARS.

Statement Shows Large Excess of Assets Over Liabilities—Depositors Will Be Paid in Full.

Great Falls, Mont., Feb. 5.—The Northwestern National Bank of this city failed to open its doors this morning, and it is said that the directors have discovered a defalcation of about \$27,000. The cashier is R. D. Hatcher. The Northwestern had a capital of \$250,000 and an advertised surplus of \$50,000. Thomas Couch, G. M. Hyams, Frank Kleptko and other prominent stockholders in the Boston and Montana and Butte and Boston mining company are members of the board of directors of the bank and W. G. Conrad, a fire and falls capitalist, is president of the institution.

The trouble arose out of a recent sale of stock, whereby the Conrad brothers disposed of holdings to R. D. Hatcher, who claimed to represent Eastern parties. The purchase money, amounting to some \$180,000, was paid to the Conrads and was supposed to come from Hatcher's clients. Nothing further was known as far as the Globe National was concerned. The Northwestern books show a small overdraft. At a meeting of the directors held last night it was decided to close the bank pending investigation. The last statement of the bank shows deposits \$597,394; assets about \$750,000. The bank officers say there is no doubt that depositors will be paid in full. There is no trouble in other banks so far.

NOMINATIONS HUNG UP.

One Hundred and Eighty Five Postoffice Nominations Not Reported.

Washington, D. C., Feb. 5.—For two or three executive sessions only the postoffice committee, of which Mr. Chandler is acting chairman, has been criticised for holding up nominations. Mr. Chandler says that in all cases where the Senators from the State have been able to agree; and where there has been no injustice done, the nominee has been reported without undue delay.

A count of the nominations show that there are still with the committee a total of 185 that have not been reported, and of these eighty-five are offices that have recently become presidential by promotion from fourth-class, owing to increased receipts of the office.

In almost all of these cases the President has nominated the incumbent, and Republicans say that if he were again confirmed the official would be given a term of eight years, which would, they argue, be unfair. In some cases also the nominees have been named to succeed men who have been removed. Among the nominations held up are those for the following offices:

North Carolina—Rocky Mount, Lenoir.

Warrenton, Lathrop and Wilson, of which three have been raised from fourth class.

Large Sale of Seats for Nat Goodwin Yesterday.

The box seat for Nat Goodwin was opened yesterday morning and there was a phenomenal large sale of seats—the greatest first day sale ever known here. There is every indication that standing room in the Academy of Music will be at a premium on the 17th, when America's greatest farceur makes his initial engagement here. The management of the Academy is much encouraged by the large sale of seats yesterday, and they are certain of getting back the large guarantee, which induced Mr. Goodwin and his company to come to Raleigh.

Reserved seats may be secured at King's Drug Store until the evening of the performance.

The Weather.

Washington, D. C., Feb. 5.—Virginia—Rain, clouding Saturday afternoon or night; easterly winds.

North Carolina and South Carolina—Rain, clearing by Saturday noon in western portions and by night in eastern portions; high northeasterly winds, shifting in western ports to northwesterly.



## THE PEOPLE WITH US

The Tribune's Position  
on the Lease Com-  
mended.

## THE LEASE A MATTER OF BUSINESS

MADE BY BUSINESS MEN FOR A  
BUSINESS CONSIDERATION.

If the Legislature Annuls the Lease  
the Road Will Be Involved in  
Litigation—The Lease is Good  
Enough—Let It Alone.

To the Editor of The Tribune.

GREENSBORO, N. C., Feb. 5.

I wish to commend your position on the question of annulling the lease of the North Carolina Railroad to the Southern Railway Company, and to say that the people are with you. The road has been leased in a business way, upon business principles, for a business consideration, with a business profit by business men to business men. It is a solemn contract made by men who knew what they were doing. It was well and carefully considered by the men who represented us in the transaction. They are our best, wisest, most sagacious and most successful men. They are not "F. P. Attorneys." They are not "hot-house politicians." They are not "hired political scribblers." They are not "paid agents" of any corporation. They are not "professional lobbyists." They are not cheap, irresponsible newspaper reporters. They are not the tools of any political ring or caucus. They are North Carolinians, taxpayers and patriots, in whose sound judgment the people have confidence.

The people, therefore, are content and prefer to accept the judgment of such men as Alexander, Hoke, Fries, Allison and their colleagues, rather than risk the hasty judgment and action of the average legislator. The people know that this is a big business proposition, requiring big brain experience, study and judgment to meet it. They know, too, that it has been met with care, honesty, prudence, judgment and foresight, and settled by solemn contract with entire credit to all concerned and with entire satisfaction to the private stockholders and a vast majority of the taxpayers of North Carolina.

What is now proposed? Josephus Daniels tells the Legislature that the people prefer to discard the cool judgment of such business men as Fries, Hoke, Alexander et al., and place this matter in the hands of 170 legislators who (averaging them) have not the experience, knowledge and ability to cope with such shrewd and able attorneys as Judge Avery and other paid attorneys who have buttered Josephus and are backing him in this senseless cry for repeal of the lease. Why should Judge Avery and the other paid attorneys of the Seaboard who are using Josephus as their mouthpiece be credited with more judgment and patriotism than the paid attorneys of the Southern?

Suppose the Legislature annuls the lease today. What will be the result? Tomorrow the property will be locked up in litigation. No man can foresee the end or count the cost. Judge Avery and others will have a fat job in the courts and the people will pay the bill. And possibly before the thing is ended the Seaboard will bob up some fine morning in the hands of a receiver, and again the people will pay the bill. The people are conservative and honest. They do not believe in breaking contracts. They are poor and do not believe in paying unnecessary costs. They did not send the Legislature to Raleigh to make fat jobs for lawyers. Nor did they send it there to be led and manipulated by Josephus Daniels, Judge Avery and other Democratic ring politicians.

The lease was not an issue in the recent campaign. Nor is it an issue now except in so far as it is subserving local prejudices, the selfish interests and the unholy ambition of a few men. By this I do not mean to refer to those who are honest in their motives. I sincerely believe that the Governor is thoroughly honest in his position. I admire his superb courage and firmness. With this exception I am so far in hearty accord with the policy of his administration. But the Governor is playing a dangerous game when he plays with such Ishmaelites as Avery, Daniels & Co. They are familiar with every trick in every railroad game that has been played since '76. The Governor is in bad company on this question—company the people

repudiated about ninety days ago. However, the Governor may be able and doubtless is able to take care of himself, but the average legislator should beware and should hesitate long before he accepts the leadership of these Democratic manipulators on this or any other question. The lease is well enough. Let it alone. It will be fortunate if the Legislature can do as well with the other interests of the State.

S. B. SHAW.

### A Specimen Letter.

Mr. W. N. Brockwell, writing from Washington to subscribe to The Tribune, says:  
"Permit me to say that your paper reads more like a real newspaper than anything I have yet been permitted to see in the realm of North Carolina journalism (and I see nearly all the papers published in the Old North State). I wish you unbounded success, both because I am a native North Carolina Republican and because I love good newspapers."

### North Carolina Rolling Exposition.

Mr. W. H. Ramsey, of Charlotte, who has spent several days in our city, returns home today. He is a member of the firm of Ramsey & Moore, who have, for the past eighteen months, been arranging the "North Carolina Rolling Exposition." This will be one of the best advertisements the State has ever had. The Exposition will be a large car, built solely for this purpose, fitted in the most handsome manner and containing nothing in the way of exhibits but those found and produced in this State, embracing her agricultural, manufacturing, horticultural, mining, mineral and other interests. The car will cost between ten and fifteen thousand dollars. It will be completed in time for the Nashville Exposition, where it will first be shown. After remaining there two months it will travel continuously through the North, West and Northwest, being on the road ten months in every year, for the next ten or twelve years.

Mr. Ramsey had charge of the beautiful Florida car, which visited Raleigh some time since. The fact that this car proved such an effective advertisement for that State, guarantees the success of this one, especially since it is to surpass the former in beauty.

### An Appreciated Compliment.

Among recent new enterprises in the State journalistic field we mention with pleasure THE DAILY TRIBUNE, of Raleigh, N. C. This paper made its first appearance on Sunday morning, the 10th inst., and is rapidly taking hold of popular favor. The equipment used in its production—both mechanical and intellectual—is up to the highest standard of modern achievement in science and book making, and it goes without saying that THE TRIBUNE is destined to win for itself an enviable position in our wide and already well filled field of journalism—Southern Newspaper Union.

### Garner Hearing Postponed.

Sheriff Jones carried Robert Garner to Wake Forest yesterday morning. However, Justice O. W. Brewer postponed the trial until tomorrow because of the absence of four important witnesses. Prof. N. Y. Gully, of Wake Forest, represents the State in the case. Messrs. Spruill and Person, counsel for the defense, were both present. Sheriff Jones will take Garner back to Wake Forest at 11:26 this morning.

### COLORED D., D. & B. INSTITUTION.

Concert Given Complimentary to Legislators.

Thursday afternoon at 4 o'clock a concert was given by the Colored Deaf, Dumb and Blind Institution complimentary to the members of the Legislature. The room was well filled and the exercises were a credit both to the pupils and their teachers. The program consisted of:

An anthem, the Lord's Prayer, chanted by the blind pupils and at the same time rendered in the sign language of the mutes.

Roger O'Kelly wrote words of welcome upon the blackboard on behalf of the pupils to the members of the Legislature present.

"Slumber Sweet," a song.  
Sam Watts, a deaf mute, told in the sign language about Christ walking on the sea.

Dialogue—"Keeping School," by three blind girls.

Duet—"Onslow Olive," by Mrs. O. C. Bolden.

Mrs. Pegues conducted an oral class composed of deaf mutes.

Mandolin solo by Edie Campbell.

"The Sacrifice of Isaac" was demonstrated in signs by John Lash.

Song—"Queen of the Earth," by Rosa M. McDaniel.

A class of deaf mutes rendered "Nearer My God to Thee" in the sign language.

Class of the blind recited "The Psalm of Life."

Examination of map and reading by two blind children, Robert Miller and Carrie Biting.

Mandolin solo by Edie Campbell.

Wife reproves the husband for drunkenness, by Robert Lapp, a deaf mute.

Song—"The Star Spangled Banner."

Song—Quartet.

### THREE FRIENDS TO BE SEIZED.

Charge of Piracy to be Made When She Arrives.

Jacksonville, Fla., Feb. 5.—As soon as the steamer Three Friends returns from her trip down the coast, she will be seized by the collector of customs at the instance of the District Attorney, and will be held by him until the attorney files a libel for forfeiture against her, in which it will be alleged that she was used to commit piratical acts upon the high seas, and within the waters of the kingdom of Spain. If it is proven that the vessel was guilty, as will be changed, then proceedings will be instituted against the officers and men who were on her when she committed the piratical acts that will be alleged in the libel.

Mr. E. S. Walton, a Republican of thirty years' standing, who has contributed of his time and means to the success of the party, is an applicant for the office of railroad commissioner.

### North Carolina Lumbermen Organize.

Thirty-six prominent lumber manufacturers met recently at Red Springs, N. C., and organized "The Central Carolina Yellow Pine Lumber Protective Association." W. F. Williams, of the Red Springs Railway and Lumber Company, was elected President, and G. H. Hall, of the R. F. DeVane Lumber Company, Secretary and Treasurer.

After signing the agreement the Association adjourned to meet in Fayetteville the first Wednesday in each month.

The combined output of the mills represented is between 50,000,000 and 60,000,000 feet of lumber product per annum. The Association was formed for the purpose of protection from fraudulent and dishonest buyers and to confer with railroad officials with regard to freights, etc.

This is a move that has long been needed by the lumber manufacturers and from the interest displayed it will be conducive of great good. The Association will not attempt to control prices but will protect its members to the extent of "black listing" those who act with bad faith towards them.—*Tradesman.*

### SENATOR HARRIS' EYES.

Operation Gives Relief, But He May Lose the Sight of One.

Washington, D. C., Feb. 5.—Senator Harris, of Tennessee, who has been quite ill in this city for some time, had an operation performed last night upon his eyes, which has given him great relief.

The operation had no particular technical name, but consisted in the removal of part of the diseased tissue from the outer corner of the left eye.

### FIGHTING IN SANTA CLARA.

Weyler Has Several Encounters With the Insurgents.

Havana, Feb. 5.—Since Captain General Weyler entered the Santa Clara province, about a week ago, his columns have had a series of encounters with various parties of rebels, which were eventually dispersed. All the way from Las Cruces to Santa Clara the shooting on the part of the rebels increased and their movements became bold.

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PUBLICATION OFFICE

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CAPITAL PRINTING CO.  
RALEIGH

THE TRIBUNE PUBLISHING CO.  
Articles of Agreement, Certificate of Clerk and Letters Patent.

ARTICLES OF AGREEMENT.  
We, the undersigned, being desirous of engaging in the business hereinafter set forth and described, do hereby enter into articles of agreement for that purpose pursuant to chapter 16 of the Code of North Carolina, entitled "Corporations and Acts of the General Assembly of North Carolina amendatory thereof," that is to say:

I. The corporation name shall be the Tribune Publishing Company.

II. The business proposed shall be the publication of one or more newspapers, conducting the business of job printing and binding and carrying on such business as is usually done by printing and publishing companies.

III. The place where said business is proposed to be carried on is Raleigh, North Carolina, and such other place or places for branch offices as the Board of Directors may determine.

IV. The length of time desired for the existence of said corporation is thirty years from and after the dates of these articles next entering.

V. The names of the persons who have subscribed for stock in said corporation are as follows, viz: C. M. Kenyon, C. J. Harris, F. M. Messler, J. B. Hill and their associates.

VI. The amount of the capital stock of said corporation shall be \$20,000, divided into 2,000 shares of the par value of \$10.00 each, with liberty to the stockholders to increase the amount of said capital stock from time to time, or at any time, to an amount not exceeding \$50,000, divided into a proportionate number of shares of the par value of ten dollars each.

VII. The said corporation may purchase or lease and hold all such real and personal and mixed property incident to the business aforesaid and necessary and useful for that purpose as the Board of Directors shall determine, and subscription for stock in said corporation may be paid wholly or in part by the purchase from the subscriber of property at such appraised valuation as may be agreed on between the Board of Directors and such subscriber.

VIII. The corporation subscribers of stock and stockholders of said corporation shall not be individually or personally responsible or liable for the debts, contracts, pecuniary obligations, engagements or torts of said corporation.

IX. The time and place of the first meeting of the incorporators and subscribers for stock in said corporation for purposes of organization is hereby expressly waived.

In testimony whereof, the undersigned have hereunto set our hands and seals, this sixth day of January, 1897.

C. M. KENYON,  
F. M. MESSLER,  
J. B. HILL.

Subscribing witness:  
WILLIAM O. O'NEILL.

NORTH CAROLINA,

WAKE COUNTY.

I, D. H. Young, Clerk of the Superior Court of Wake County, do hereby certify that the foregoing articles of agreement and plan of incorporation was this day proven before me, and the due execution thereof by C. M. Kenyon, F. M. Messler and J. B. Hill, the subscribers thereto, is proven by the oath of William O. O'Neill, the subscribing witness thereto. Therefore, let the same be recorded according to law.

Witness my hand and official seal this 16th day of January, 1897.  
D. H. YOUNG,  
Clerk Superior Court.

No. 443.

STATE OF NORTH CAROLINA.

To all to whom these presents shall come—

GREETING:

Know Ye, That it appears from the certificate from the Clerk of the Superior Court of Wake County, that the following named persons, C. M. Kenyon, F. M. Messler and J. B. Hill, heretofore on the 6th day of January, 1897, signed and filed Articles of Agreement for the formation of a private corporation before said Clerk, and copy of said Articles of Agreement, duly certified by said Clerk under the seal of said Court, have been filed and recorded in this office, as prescribed in chapter 318 of the Acts of 1893.

Now, THEREFORE, Under the power and authority vested in me by said chapter 318 of said Acts of 1893, I do hereby declare the persons signing said Articles of Agreement duly incorporated, under the name and style of the Tribune Publishing Company, for the period of thirty years from and after the 19th day of January, 1897, for the purposes set forth in said Articles of Agreement, with all the powers, rights and liabilities conferred and imposed by law on such corporations.

Witness, my hand and the Great Seal of the State of North Carolina, at office in the City of Raleigh, this 19th day of January, in the 121st year of our Independence, and in the year of our Lord one thousand eight hundred and ninety-seven.

CYRUS THOMPSON,  
Secretary of State.

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W. G. SEPARK, Manager.

TWO EYES.	TWO EYES.	TWO EYES.
A DIFFERENT REFRACTION in the two eyes of the same person is quite common. One eye may be correct and the other long-sighted or far-sighted, or they may have different degrees of same defect or one eye may be far-sighted and the other near-sighted. No charge for testing eyes.	H. MAHLER'S SONS, Jewelers and Opticians, RALEIGH, N. C.	
TWO EYES.	TWO EYES.	TWO EYES.

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## YADKIN TO BE HARNESSSED

WILL SUPPLY WINSTON WITH ELECTRIC LIGHTS AND POWER.

Winston, N. C., February 5.—A great deal has been said from time to time by our people about harnessing the Yadkin river to furnish the motive power for electric lighting the Twin Cities, but I am now able to give facts that a movement is on foot to carry out this very important enterprise. A number of business men are now formulating plans that will ultimately prevail, and the people of our city will be able to have lights then much cheaper than at present. The river is about fifteen miles away at the point they propose to utilize.

Mrs. Elzee Melany, of Salem, died Sunday. On Monday a daughter, who has been long an invalid, also died.

The physicians of the city report a great many cases of la grippe in the city and environment.

J. C. Caddell, of Raleigh, is in the city this week.

Mr. C. G. Bailey of our sister county, Davie, spent yesterday in the city shaking hands with friends. Mr. Bailey is one of Davie's best business men and a staunch Republican.

A great deal of merriment has been caused by the proposed legislative taxing of bicyclists.

Travel on all railroads has not been so brisk since the cold wave struck us. Jesse F. Hookins, the "Duke of Sumner," spent yesterday in the city. He sells Farmers Mutual Insurance, checks jacks and in advance of the Republicans assuming control of the government, distributes patronage as his honor dictates. He is a jolly fellow, and has hosts of friends wherever he goes.

The Southside Cotton Mill is enlarging and putting in new machinery. The electric cars haul the freight going and coming, connecting, as they do, at the eight depots, a distance of from two to three miles.

The County Commissioner, who were in session this week, disposed of much business, though principally of a routine nature.

A hot fight is on between the Bell and Interstate Telephone companies here. The Bell people are now furnishing phones free of charge in many instances, and propose to put in long distance phones, provided that the people discontinue using the Interstate phones. The Interstate phones were endorsed by the Merchant and Trade's Union and Chamber of Commerce, and say they are here to stay. So the war goes merrily on.

Mr. H. E. C. Bryant, of the Charlotte Observer, is spending a few days in the city.

The stockholders of the Union Republican Publishing Company held their annual meeting on Monday. They elected the following gentlemen directors: A. E. Holton, W. J. Ellis, Chas. A. Reynolds, J. F. Miller, E. T. Kapp. The directors then elected A. E. Holton president and W. J. Ellis editor; George H. R. G. secretary and M. B. Lemby business manager.

C. B. Watson, E. C. C. has returned from Asheville, where he appeared in the noted Reynolds embezzlement case. He appeared for the defendant.

A great deal of interest is manifested in the railroad lease question before the Legislature. Our business men are divided. Some favor the present contract; others favor annulling the lease.

MANAGEMENT OF THE PUBLIC SCHOOLS.

Convenience of Teachers Should Not Be Overlooked.

For THE TRIBUNE.

Conoho, N. C., Feb. 5.—The management of our schools is of prime importance; to make districts of large counties is to have no supervision. The convenience of teachers, the majority of whom are females, should not be overlooked, hence the General Assembly should go slow in a revolution that would cripple rather than improve. These district superintendents could not visit our schools as they should be for less than \$1,500 a year. Therefore a county superintendent in the county at a salary of 22 per cent. of school fund and \$100 to hold an institute for white and colored teachers, with power to countersign orders and appoint teachers to the different schools in the county, would do more good than the proposed method.

The Legislature should authorize the clerk of the court to appoint on first Monday in June three persons as members of the Board of Education who are not on the official bonds of any of the officers of the county, who shall on the second Monday thereafter elect an experienced teacher as county superintendent, whose duty it shall be to hold an institute for each race annually, and examine teachers the first Thursday and Friday of February, May, July, October, November and December, and be allowed \$2.50 per day for the same, and no person shall be examined unless the school interests demand it, and such person shall pay in advance \$2, that shall be paid into the school fund.

Every teacher should be required to attend the institutes held. Further, the Board of Education and County Superintendent should see to it that the Sheriffs settle with the school fund as fast as he collects. Make every non-property holder

under 56 years of age pay a special school tax not to exceed \$1. Every man who has children or wishes to vote should be willing to pay a school tax. Incompetent school committeemen who sell schools are another hindrance to an efficient system. Denominational preferences and political meanness prevent success also. These are intimations that need careful consideration.

P. H. W.

## MR. SWINSON PROTESTS.

He Denies the Authority of the Speaker and President of the Senate.

RALEIGH, February 5. To the Honorable the President of the Senate and Speaker of the House of Representatives and others.

GENTLEMEN: Answering the demands made by President Reynolds and Speaker Hileman as presiding officers of the respective bodies of the General Assembly, made upon me on February 4th jointly, "that they had concluded to take charge of the Enrolling Clerk's office; that they would put their respective representatives in this office in the persons of John F. Reynolds and James M. Mewborn; that they would relieve me of all responsibility of appointing further assistant clerks; that when I needed further help in the office that I should inform them and they would put them on my force."

As the Enrolling Clerk, I reply to this demand by saying I protest against this unprecedented action on the part of these presiding officers until the General Assembly vest them with authority to do so; holding that since we are all creatures of the General Assembly, delegated to certain duties as such, it is not the prerogative of anyone of these in the absence of authority to enter into and assume the duties and vested rights of any other office than that to which they are elected.

Very respectfully,  
A. L. SWINSON,  
Enrolling Clerk.

HIS RECOLLECTION WAS BAD

PRESIDENT HOFFMAN HAD AN OPPORTUNITY TO BID ON THE LEASE.

Mr. S. B. Alexander Calls Attention to a Contradiction and Tells What He Knows About It—Corroborated by Mr. Maxwell.

OFFICE OF THE TRIBUNE, RALEIGH, N. C., Feb. 5.

Capt. S. B. Alexander, President North Carolina Railroad.

Presuming that you have seen the message of Governor Russell to the Legislature transmitting the proposition of Mr. R. C. Hoffman, President of the Seaboard Air Line, to lease the North Carolina Railroad under certain conditions, I take the liberty of calling your attention to Mr. Hoffman's statement that the Seaboard Air Line never had the privilege of submitting a bid for the lease of the road, and beg you to say whether your recollection agrees with that statement or not. I shall be pleased to have your reply for publication in the TRIBUNE.

T. B. ELDRIDGE, RALEIGH, N. C., Feb. 5, 1897.

Mr. T. B. Eldridge, Tribune office, Raleigh, N. C.

DEAR SIR: President Hoffman makes, in his letter of January 20th, 1897, to Governor Russell, the following statement:

"As I stated to the President and directors of the North Carolina Railroad before the last lease was consummated, that if the road was in position to be handed over to the successful bidder, that the Seaboard Air Line would make an offer to lease the property at a higher rate than is named by the present agreement."

This proves that President Hoffman was in consultation with the President and directors of the North Carolina Railroad before the lease was consummated, and had a chance to bid on the lease. As President of the North Carolina Railroad Company, I asked Mr. Hoffman if he would not make a bid on the road, and President Hoffman replied, "No, I cannot now. They will run the road down on me."

President Hoffman's second letter to Governor Russell of February 2d is misleading, and not warranted by facts. I am astonished that he should have made such a statement.

Respectfully,  
S. B. ALEXANDER,  
President N. C. R. R. Co.

RALEIGH, N. C., Feb. 5.

I have read the reply of Captain, S. B. Alexander, President of the North Carolina Railroad Company.

I will state that I was present when Capt. S. B. Alexander, President of the North Carolina Railroad Company, asked President Hoffman, of the Seaboard Air Line, to make a bid for the lease of the North Carolina Railroad. At the time President Hoffman knew the terms of the proposed lease to the Southern for a full statement of the same had been published in the Charlotte Observer. Mr. Hoffman declined to make any bid. Although the meeting was had at his request, he made no proposition for the lease of the road.

Respectfully,  
W. C. MAXWELL,  
Director N. C. R. R. Co.

No Action in the Watson-Black Contest.

Washington, D. C., Feb. 5.—The House Elections Committee No. 1, who have been for several weeks considering the contest brought by the late Populist candidate for the vice-presidency, Mr. Watson, against the sitting member from the Tenth Georgia District, Mr. Black, adjourned today without voting on the majority report which is now being prepared. It is understood this report favors Mr. Black. The committee will meet again on Tuesday next and finally dispose of the case.

Refuse to Reopen the Dupont Contest.

Washington, D. C., Feb. 5.—After three sessions devoted to the consideration of the petition of Henry A. Dupont, of Delaware, in his claim to a seat in the United States Senate, the Senate Committee on Privileges and Elections this morning refused to reopen the case. Messrs. Mitchell and Pritchard were absent, but every member of the committee except Mr. Chandler, voted against again taking up the case.

## WHERE YOU MAY FIND THEM.

City Addresses of Members of the Legislature.

SENATE BY DISTRICTS.

First—J. L. Whedbee, 225 New Bern ave.  
First—John F. Newsom, 225 Blount st.  
Second—T. E. McCaskey, Branson House, room 10.  
Second—N. B. Yeager.

Third—James M. Early, Mrs. Ray's, Salisbury st.  
Fourth—E. T. Clark, Mrs. A. M. Clark, cor Bloodworth and Polk sts.  
Fifth—W. Lee Person, 515 South Blount st.

Sixth—A. J. Moye, Mrs. Hutchings, 14 Martin st.  
Seventh—J. T. Sharpe, Mrs. Hutchings, West Martin st.  
Seventh—J. F. Mitchell, Mrs. Whiteley, 132 New Bern ave.

Eighth—G. L. Hardison, 114 West Martin st.  
Eighth—W. T. McCarthy, 138 West Hargett st.  
Ninth—R. G. Maxwell, 32 Park.

Ninth—H. L. Grant, Park Hotel.  
Tenth—George C. Cannon, Harrison House.  
Eleventh—W. B. Henderson, 320 South Blount st.

Twelfth—C. H. Utley, Mrs. Ellington, 226 New Bern ave.  
Thirteenth—E. S. Abell, 118 North Wilmington st.  
Fourteenth—Geo. E. Butler, 454 Fayetteville st.

Fourteenth—E. N. Roberson, Mansion House.  
Fifteenth—Augustus Shaw, refused to tell.  
Sixteenth—J. McP. Geddy, Mansion House.

Seventeenth—Dr. Wm. Merritt, 603 Wilmington st.  
Eighteenth—E. S. Parker, Mrs. Smith, 118 North Wilmington st.  
Eighteenth—J. E. Lyon, 326 Newbern ave.

Nineteenth—James W. Atwater, Mrs. M. H. Brown, 603 South Wilmington st.  
Twentieth—J. A. Walker, 603 South Wilmington st.  
Twenty-first—A. M. Scales, 305 Hillsboro st.

Twenty-second—Dr. D. Reid Parker, Dr. W. H. Bobbitt, cor. Hargett and Dawson sts.  
Twenty-third—D. A. Patterson, 120 Fayetteville st.; W. H. Odum, 120 Fayetteville st.

Twenty-fourth—C. D. Barringer, 213 West Martin st.  
Twenty-fifth—Dr. J. B. Alexander, Mrs. Evans, 104 North McDowell st.  
Twenty-sixth—S. A. Earnhardt.

Twenty-sixth—J. A. Ramsay, Miss Jennie Miller, cor. Person and New Bern ave.  
Twenty-seventh—S. F. Shore, Hotel Florence.

Twenty-seventh—A. C. Sharpe, Mrs. M. H. Brown, 603 Wilmington st.  
Twenty-eighth—Rev. J. A. Ashburn, Hotel Florence.  
Twenty-ninth—L. H. W. Barker, Exchange Hotel.

Thirtieth—Milton McNeil, D. T. Johnson, Hillsboro st.  
Thirtieth—J. M. Dickson, Mrs. Gulick, 425  
Thirty-first—James L. Hyatt, Florence Hotel.

Thirty-first—E. F. Wakefield, 16 Branson House.  
Thirty-second—M. H. Justice, 305 Hillsboro st.  
Thirty-second—J. T. Anthony, 305 Hillsboro st.

Thirty-third—George H. Smathers, 527 South Salisbury st.  
Thirty-fourth—H. S. Anderson, Mrs. Tucker, Fayetteville st.  
Thirty-fifth—J. F. Ray, Park Hotel.

HOUSE OF REPRESENTATIVES.  
SA White, Alamance, 404 Hillsboro street.  
J. W. Watts, Alexander, \_\_\_\_\_  
H. F. Jones, Alleghany, 425 Wilmington street.

James E. Leak, Anson, \_\_\_\_\_  
Spencer Blackburn, Ashe, Park Hotel, Room 47.  
H. E. Hodges, Beaufort, Branson House, Room 10.

K. W. White, Bertie, Harrison House.  
Sidney Meares, Bladen, 120 Fayetteville street.  
W. W. Drew, Brunswick, \_\_\_\_\_  
V. S. Lusk, Buncombe, Park Hotel.

W. G. Candler, Buncombe, \_\_\_\_\_  
J. H. Pearson, Burke, Mrs. Bagley's, E South street.  
A. F. Hileman, Cabarrus, \_\_\_\_\_  
J. L. Nelson, Caldwell, Park Hotel.

J. E. Burgess, Camden, \_\_\_\_\_  
E. C. Duncan, Carteret, Park Hotel, Room 61.  
C. J. Yarbrough, Caswell, \_\_\_\_\_  
L. R. Whitener, Catawba, Branson House, Room 2.

J. E. Bryan, Chatham, \_\_\_\_\_  
L. L. Renn, Chatham, \_\_\_\_\_  
D. W. Dewese, Cherokee, Mrs. Tucker, Fayetteville street.  
Richard Elliott, Chowan, \_\_\_\_\_  
Wm. Flott, Clay, \_\_\_\_\_  
B. F. Dixon, Cleveland, \_\_\_\_\_  
J. B. Schulken, Columbus, 101 McDowell street.

Robt Hancock, Craven, 128 W Hargett street.  
T. H. Sutton, Cumberland, Smith House, Hillsboro street.  
W. P. Wenyes, Cumberland, Harrison House.

W. H. Gallop, Currituck, \_\_\_\_\_  
G. C. Daniels, Dare, Harrison House, Room 9.  
J. R. McCrary, Davidson, Park Hotel.

W. A. Bailey, Davie, \_\_\_\_\_  
Maury Ward, Duplin, 138 cor. Jones and Dawson streets.  
J. W. Umstead, Durham, 326 Newbern Avenue.

J. H. Dancy, Edgecombe, 515 South Blount street.  
E. Bryant, Edgecombe, 515 South Blount street.  
J. L. Grubbs, Forsyth, Florence Hotel, Room 6.

W. P. Ormsby, Forsyth, Hotel Florence, Room 6.  
W. T. Barrow, Franklin, \_\_\_\_\_  
S. M. Wilson, Gaston, \_\_\_\_\_  
T. H. Rountree, Gates, Branson House, Room 17.

John Dayton, Graham, \_\_\_\_\_  
W. H. Crews, Granville, 409 South Blount street.  
John King, Granville, \_\_\_\_\_  
W. R. Dixon, Greene, Mrs. Hutchings, Martin street.

B. G. Chilcutt, Guilford, Harrison House, Room 18.  
J. C. Bunch, Guilford, \_\_\_\_\_  
Scotland Harris, Halifax, 515 South Blount street.  
J. H. Harrington, Halifax, \_\_\_\_\_  
L. B. Chapin, Harnett, 110½ Fayetteville street.

James Ferguson Haywood, Mrs. Bagley's, E. South street.  
J. B. Freeman, Henderson, Mrs. Tucker, Fayetteville st.

Starkey Hare, Hertford, 225 Newbern Avenue.

John G. Harris, Hyde, Harrison House  
John R. McLeiland, Iredeil, Park Hotel.

J. A. Hartness, Iredeil, \_\_\_\_\_  
J. B. Ensley, Jackson, Miss Jennie Miller, cor Newbern avenue and Person st.  
Claude W. Smith, Johnston, Park Hotel.

C. M. Creech, Johnston, 326 Newbern avenue.  
H. P. Brown, Jones, Park Hotel.  
E. P. Hauser, Lenoir, 116 Morgan street.

L. A. Abernathy, Lincoln, Mrs. Smith's, Hillsboro street.  
Lyle, Macon, Mrs. Bagley's, 125 South street.  
J. W. Roberts, Madison, 237, cor Edenton and Person streets.

C. C. Fagan, Martin, Branson House, Room 10.  
J. A. Conley, McDowell, \_\_\_\_\_  
W. P. Craven, Mecklenburg, 104 N McDowell street.

Sol Reid, Mecklenburg, Mrs. Smith's, Wilmington street.  
Ransom, Mecklenburg, Mrs. Smith's, Wilmington street.  
L. H. Greene, Mitchell, \_\_\_\_\_  
J. A. Reynolds, Montgomery, Harrison House, Room 12.

W. H. Lawhon, Moore, 310 Newbern avenue.  
Van B. Carter, Nash, cor Salisbury and Martin streets.  
D. B. Sutton, New Hanover, Harrison House, Room 2.

J. T. Howe, New Hanover, \_\_\_\_\_  
N. R. Rawls, Northampton, \_\_\_\_\_  
R. Duffy, Onslow, \_\_\_\_\_  
A. R. Holmes, Orange, 120 E Hargett street.

C. M. Babbitt, Pamlico, \_\_\_\_\_  
W. G. Pool, Pasquotank, Park Hotel, Room 15.  
Gibson James, Pender, Mrs. Smith's, Wilmington street.

J. H. Parker, Perquimans, Branson House.  
John S. Cunningham, Person, Park Hotel, Room 68.  
Slade Chapman, Pitt, \_\_\_\_\_  
E. V. Cox, Pitt, Park Hotel.

Grayson Arledge, Polk, Harrison House, Room 19.  
J. J. White, Randolph, Branson House, Room 9.  
J. M. Allen, Randolph, Branson House, Room 9.

Y. C. Morton, Richmond, \_\_\_\_\_  
Claudius Dockery, Richmond, Park Hotel, Room 58.  
D. E. McBryde, Robeson, 117 Fayetteville street.

Wm. J. Currie, Robeson, \_\_\_\_\_  
A. E. Walters, Rockingham, Park Hotel, Room 68.  
R. P. Foster, Rockingham, Mr. Brown's, corner South Wilmington and East Lenoir streets.

J. W. McKenzie, Rowan, \_\_\_\_\_  
Walter Murphy, Rowan, 310 Hillsboro street.  
Lindsay Purgason, Rutherford, Branson House, Room 7.

C. H. Johnson, Sampson, 326 Newbern avenue.  
R. M. Crumpler, Sampson, 326 Newbern avenue.  
E. F. Edins, Stanley, 519 East Jones street.

R. J. Petree, Stokes, 305 Hillsboro street.  
J. M. Brower, Surry, \_\_\_\_\_  
Jos. H. Cahey, Swain, Mr. Brown's, corner South Wilmington and East Lenoir street.

E. A. Aiken, Transylvania, J. J. Johnson, corner Blount street and Newbern avenue.  
Abner Alexander, Tyrrell, Branson House.  
J. N. Price, Union, \_\_\_\_\_  
M. M. Peace, Vance, 320 South Blount street.

J. H. Young, Wake, 310 corner Fayetteville and Martin streets.  
J. P. H. Adams, Wake, \_\_\_\_\_  
James M. Ferrell, Wake, Mrs. Tucker's, Fayetteville street.

C. A. Cook, Warren, 329 Hillsboro street.  
L. N. C. Spruill, Washington, Harrison House, Room 8.  
Thomas Bingham, Watauga, \_\_\_\_\_  
T. B. Parker, Wayne, 425 Wilmington street.

J. E. Person, Wayne, Branson House, Room 3.  
C. H. Somers, Wilkes, Harrison House.  
J. Q. A. Bryan, Wilkes, Harrison House, Room 7.

B. T. Person, Wilson, \_\_\_\_\_  
J. C. Pinnix, Yadkin, \_\_\_\_\_  
C. L. McPeeters, Yancey, 118 Wilmington street.

THE TRIBUNE PUBLISHING COMPANY is prepared to execute Job Printing in a neat and attractive manner at the lowest prices.

READ The Tar-Neel Knight, Official Organ of the Grand Lodge Knights of Pythias of North Carolina.

Bright! Newsy! Cheap! 50 Cents a Year. January Number Just Out.

Best Advertising Medium in North Carolina. Reaches 4,000 Knights and their families.

Published by The Tribune Publishing Co., 122 Fayetteville Street, RALEIGH, N. C.

## THE Commercial and Farmers Bank, RALEIGH, N. C.

Commenced Business September 30, 1891.

Statement of Condition December 31, 1896.

CAPITAL STOCK	\$100,000.00
SURPLUS FUND	16,000.00
NET UNDIVIDED PROFITS	8,708.47
DEPOSITS	330,033.23

No Interest Paid on Deposits. Safe Deposit Boxes for Rent.

OFFICERS: J. J. Thomas, Pres. B. S. Jerman, Cashier. A. H. Thompson, Vice Pres. H. W. Jackson, Asst. Cashier.

DIRECTORS: J. J. Thomas, Ashley Horne, G. W. Watts, J. B. Hill, H. B. Battle, B. N. Duke, Thos. H. Briggs, A. F. Page, Fred. Phillips, H. A. London, A. A. Thompson, Joo. W. Scott, R. B. Kane, J. E. Shepherd.

## The National Bank of Raleigh, RALEIGH, N. C.

Capital Paid In, \$225,000.  
Surplus and Undivided Profits, 80,000.

Officers: Chas. H. Belvin, President. Chas. L. Johnson, Vice President. F. H. Briggs, Cashier.

Directors: Chas. M. Busbee, J. A. Briggs, J. B. Batchelor, Chas. H. Belvin, Thos. H. Crowder, Chas. E. Johnson, Julius Lewis, F. O. Moring, W. R. Tucker.

Depositors' Security and Protection.—(Section 515, from United States Banking Laws.) "The shareholders of every national banking association shall be held individually responsible, equally and ratably, and not one for another, for all contracts, debts, and engagements of such association, to the extent of the amount of their stock therein, at the par value thereof, in addition to the amount invested in such shares."

## J. R. FERRALL &amp; Co., Grocers,

222 FAYETTEVILLE STREET.

WE CARRY THE FINEST LINE OF

## Staple and Fancy Groceries

TO BE FOUND IN THE STATE. NEW AND FRESH GOODS RECEIVED EVERY DAY.

TELEPHONE 88.

## AH! HERE'S THE RUB

Keep out of the tub, and send your clothes to

## THE EXCELSIOR STEAM LAUNDRY

Where we neither rub, Nor do we scrub And wear out the clothes so, But make them white as snow,

BY A STEAM PROCESS.

Shirts, 10c.; Collars and Cuffs, 2c. each—High Gloss or Domestic Finish. Express paid one way on work sent us from all parts of the State.

SOWERS & HARDING, Proprietors. 105 and 107 West Martin Street

## J. D. CARROLL, Wholesale Grocer AND LIQUOR DEALER

Choice Wines, Cigars, Beer on Draught or in Bottles, Everything in Something to Eat or Drink, at rock-bottom prices to the trade.

I also have a branch store on East Hargett street, near the Soldiers' Home, where can be found at all hours, day or night, Pure Wines, Liquors and Cigars, the best the market affords.

1897  
**Rambler**  
BICYCLES  
SELL AT  
**\$80.00**  
1896 Ramblers, while they last, . . . \$60  
Thos. H. Briggs & Sons  
RALEIGH, N. C.





# THE DAILY TRIBUNE

BY THE TRIBUNE PUBLISHING CO.

OFFICE OF PUBLICATION:  
Tribune Building, 122 Fayetteville Street.  
TELEPHONE No. 265.

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Six Months ..... \$3.50  
Three Months ..... \$2.00  
One Month ..... \$1.00  
Invariably Payable in Advance.

Communications and items of news intended for publication in THE TRIBUNE should not be addressed to individual members of the staff, but simply to THE TRIBUNE, and must be accompanied by the writer's name. Advertising rates made known on application at the business office.

Entered at the post-office at Raleigh as second-class mail matter.

The Tribune Takes the Full Wire Service of the Southern Associated Press.

SATURDAY, FEBRUARY 6, 1897.

## THE TRIBUNE'S POSITION.

It is the crowning glory of the Republican party that it stands and has always stood for the rights of plain men, without regard to race or color—

"Four square to every wind that blows."

Cradled in the hearts of the opponents of human slavery, its mission will never be accomplished until in every part of the United States the laborer and the workman, by wise tariff laws, shall be protected in the profitable exercise of their calling, and the humble voter shall be enabled to cast a free ballot, and to have that ballot honestly counted.

It is equally one of its claims to popular support that it stands for law and order. It maintains that the rights of property should receive the fullest protection of the law. In the true sense of the word it is the party of conservatism. North Carolina Republicans cordially invite immigrants into the State. They favor the investment of outside capital to develop our resources, and they promise to accord to all the equal protection of our laws.

Based upon this platform, at the recent election it received the support of many hundreds of the leading citizens of North Carolina who for the first time cast their ballots for a Republican President. It received this support because the party deserved it; and it should be the unalterable purpose of its leaders to keep it upon a high plane of National honor.

It is for this reason that THE TRIBUNE cannot join in the outcry against the foreign and native stockholders of the North Carolina Railroad Company, or endorse any legislation which will tend to depress the value of an investment made in good faith in North Carolina securities. It is true that out of a total number of stockholders of four hundred and fifty-nine, more than four hundred are citizens of North Carolina, but the effort is being made to stir up a feeling of antagonism to these stockholders, by describing them as "rich men, many or most of whom are non-residents." This attempt is unworthy of the honorable gentlemen who make it. The criticism of these stockholders seems to be that they will not accept the guidance of the Raleigh organ, as to what is the best course to pursue in regard to the lease. They seem to have the assurance to think they know their own interests better than any editor can teach them. It is somewhat ludicrous to see the journalistic Solon, gravely giving advice concerning the proper course to be taken by stockholders of the North Carolina Railroad, with the apparent idea that these astute investors intend to be governed by the advice of youthful politicians, who probably never in their lives saw a dozen shares of railroad stock. The stockholders of the North Carolina Railroad have not been deceived by the munificent offer of ten per cent. made by a competing corporation. Perhaps they have some knowledge of the difficulty which contracting parties have recently had in the enforcement of obligations signed by officers of this corporation. Any contract presented by them, in the light of recent experiences, might well be subject to some critical examination. These stockholders, and we think the people of North Carolina are with

them, think that seven per cent. rental *actually paid*, is rather more desirable than an offer of ten per cent. by a competing line, in the good faith of which they must be pardoned for having very little confidence.

## HOFFMAN'S PROPOSITION.

The Governor's message to the Legislature transmitting the proposition of Mr. R. C. Hoffman, President of the Seaboard Air Line System to lease the North Carolina Railroad, was read in both ends of the capitol yesterday. It is printed in our columns this morning, and is the most interesting reading we have to lay before our readers. Trusting, however, that interest in the subject will not abate by reason of any opinions THE TRIBUNE may entertain in relation thereto, we submit a few reflections.

In considering a proposition to abrogate a contract between two parties competent to bind themselves by an agreement, in order that a third party may come in and make a bid for a new contract, it is proper to make some inquiries in regard to the person who asks to have the contract annulled in order that he may become the beneficiary of a new deal. If we are asked who Mr. R. C. Hoffman is, we reply that he is the President of a community of interest with a high sounding name, but which has no existence in law as a competent party to make a contract. The Seaboard Air Line is not a corporation; it is merely a name for something that exists in the mind. What is known as the Seaboard Air Line is a voluntary association of railroads, as follows: (1) Seaboard and Roanoke; (2) Raleigh and Gaston; (3) Raleigh and Augusta; (4) Carolina Central; (5) Georgia, Carolina and Northern. As we understand it, the first owns a majority of stock in the second; the second owns a majority of stock in the third; the first and second own a majority of stock in the fourth; the first and second own the fifth. The Seaboard Air Line is a name for the system; but, as said before, it is not a corporation or a body that can be held responsible for such an offer as that submitted to the Governor. If the lease of the North Carolina Railroad were annulled today, and the Seaboard Air Line invited to submit a bid tomorrow, no one could be held legally accountable if Mr. Hoffman should fail to make good his offer.

Supposing, however, that the "system" known as the Seaboard Air Line should make the bid proposed, or outbid all other bidders and secure the lease, what assurance has the State that it would receive the annual rental, or that the property would not be dropped on its hands within a year, or at any time before the expiration of the term of twenty years for which it is proposed to lease the road? It is an open secret that the Seaboard Air Line has been embarrassed in its financial affairs for some time past—how long we cannot say—and it is well known that the possibility of a receivership for the "system" was the subject of general discussion in financial circles and the newspaper press and figured extensively in press dispatches only a few months ago. We do not allege that the "system" is insolvent; but we believe that its circumstances are such that the State should be on guard against the possibility of making a contract with a party that may not be able to comply with the terms.

When we consider that the Seaboard Air Line has no apparent legitimate object in leasing a line of railroad 226 miles long, which it crosses at one point and touches at only one other, it is evident that unless it can extort tribute from a rival corporation, it cannot possibly earn the lease money out of the traffic of the road, and the conclusion is inevitable that it will find the lease a heavy load to carry. It will be impossible for the State to exact sufficient security for the payment of a rental of \$400,000 a year for twenty years; so there will be nothing to prevent the Seaboard from surrendering the lease and letting the property drop on the hands of the State whenever it becomes tired of its bargain.

At this point in the discussion, it

is not out of order to observe that the present lessees of the road have every incentive to hold and operate it, as it is the channel or main artery, so to speak, of their traffic between the north and south and between the east and west. This fact was well understood by the men who represented the State and the stockholders in making the lease. They knew that the necessities of the Southern Railway would compel it to continue to use the road, and they considered that the best security that could be offered for the payment of the lease money. It is apparent that the Seaboard would have no such incentive to hold on to the lease, as its through traffic is conducted over an entirely different line, and could not be carried over the North Carolina Railroad without going over a longer route than its present through line.

It will be observed that Mr. Hoffman says, in his letter of the 2nd instant, referring to the desire of his "system" to bid for the lease of the North Carolina Railroad, that it was "a privilege not heretofore accorded us." Mr. S. B. Alexander, President of the North Carolina Railroad, tells THE TRIBUNE that Mr. Hoffman did have an opportunity to bid for the lease and was invited to do so, but positively declined. Mr. Alexander is corroborated in his statement by Mr. C. W. Maxwell, a director of the North Carolina Railroad. As it appears that this is a matter in regard to which Mr. Hoffman has betrayed a faulty memory, we simply call attention to it in order that the public may not be misled.

We come now to consider what are the reasons moving the Seaboard Air Line to ask for the lease of the North Carolina Railroad, and we find the answer in Mr. Hoffman's letter, where he says: "It has been the policy of our company to court legitimate competition with other transportation companies," and then goes on to make a generous offer to haul the trains of its competitor over the road "upon the payment of trackage charges," etc. To any one who has taken the trouble to look at the map of North Carolina in connection with THE TRIBUNE's editorial yesterday, the beauties of the "legitimate competition" which Mr. Hoffman's "system" courts, and which would be promoted by the control of the North Carolina Railroad by the Seaboard, must be entrancing. We might pause here to paint a word picture of the enrapturing beauty of a system of railroad competition promoted by placing the principal avenue of one company's traffic in the hands of a hostile rival. But we pass on and remark that if the Legislature does not fall down and worship the image of railroad competition promoted by the Hoffman idea, we shall have to set it down as sadly deficient in appreciation of a sense of the beautiful.

There is one place in Mr. Hoffman's letter in which he failed to rise to the importance of the occasion. It was where he said, "It might be out of place for me at this time to go into details as to the salutary effect the operation of the North Carolina Railroad by the Seaboard Air Line would have upon commerce throughout the section it traverses." We shall never cease to regret that Mr. Hoffman took this view of the matter. It would be peculiarly appropriate at this time to have the "salutary effect" fully explained, especially as this is a matter which the Legislature should carefully consider before deciding to repudiate the State's contract with the Southern Railway. Certainly the Legislature should have been put in possession of all the information available upon this point. Mr. Hoffman should have esteemed it at once a pleasure and a duty to inform the Legislature what salutary effect would flow from giving his company an absolute monopoly of all railroad traffic west of Selma and Fayetteville. Any citizen of Raleigh could give the Legislature points on the salutary effect that would be experienced by the commerce of the city by giving the Seaboard Air Line a monopoly of its traffic; but it would have been better for Mr. Hoffman to do that.

In this connection, it might not be inappropriate to inquire if Mr. Hoffman ever gave a moment's thought to what would be the effect of putting the shoe on the other foot. Suppose that the Southern Railway owned the North Carolina Railroad, and that the Seaboard Air Line were but a lessee of the Raleigh and Augusta Air Line and the Carolina Central, the State being the owner; and that the Southern Railway should acquire possession of the Seaboard's line from Raleigh to Charlotte by the abrogation of the Seaboard's lease. Mr. Hoffman's keen perception of the beauties of competition would doubtless enable him to observe the salutary effect the operation of the line by the Southern Railway would have upon commerce throughout the section it traverses.

The reader of the message has observed, doubtless, that his Excellency, the Governor, takes very kindly to the idea of promoting railroad competition by freezing out one of the competitors, and that he strongly recommends the passage of a bill intended to prevent the very thing that the Seaboard Air Line proposes to do, viz: obtain possession of two parallel lines of railway in the State. It is apparent, however, that the Governor realized, after he had prepared his message for transmission to the Legislature, that he had committed himself to a fallacious position; for the next to the last paragraph of his message contains internal evidence that it was written after his Excellency had read THE TRIBUNE yesterday. Why he did not revise the entire message is clear enough, when it is considered that to have ignored the competition theory would have been to repudiate the grounds upon which Mr. Hoffman based his claim to the privilege of bidding for the lease. The assertion he makes that "the North Carolina Railroad is hardly competitive to the Seaboard System," will not bear examination. The two roads are the only lines connecting the eastern part of the State with the west. They are to all intents and purposes parallel, and are competitors at their terminal points at least, including Durham, in the strictest sense of the word. But his Excellency virtually admits this and begs the question by arguing that the State may properly create a monopoly for the sake of the extra dollars that would be covered into the treasury by repudiating the very policy to which he was committed.

There are other points in the letter and the message; but we reserve them for future consideration.

THE TRIBUNE AND THE GOVERNOR.

It is wholly unnecessary to remark that THE TRIBUNE is a Republican newspaper. The colors it has floated since the day it was launched upon the sea of journalism proclaim its unswerving devotion to the party whose record has been a long line of noble achievements, from the emancipation of the black slaves of the south to the amelioration of the hardships that oppressed the white workmen of America under Democratic tariff laws. In all matters of politics it stands up manfully for the party leaders, and in all matters of party policy it is second to none in loyalty. The administration of President McKinley will have its most cordial support, and the administration of Governor Russell will be supported no less loyally. In all matters where party matters are involved, THE TRIBUNE will know no higher duty than to support the Governor within the lines laid down in the State and National platforms; no one could ask it to go further.

There are points, however, removed from the realm of politics, where a Republican Governor and a Republican newspaper may differ without in any wise compromising their devotion to the party. Such a point is presented in his Excellency's determination to annul the lease of the North Carolina Railroad, and THE TRIBUNE's purpose to support it. This is purely a matter of difference of opinion concerning the economical interests of the State and of the people and the laws relating thereto. THE TRIBUNE has a great deal of respect for the opinions of Governor Russell upon any matter, because he is a man who thinks and who reaches conclusions deliberately. It is a pleasure to THE TRIBUNE to agree with him whenever it can; but in a matter in which politics is not concerned, the Governor and THE TRIBUNE can agree to disagree, with the mutual understanding that whenever the guns of the political enemy are turned against the Governor, the men who man them may prepare to stand from under, for THE TRIBUNE is always loaded to the muzzle.

## GOVERNOR'S MESSAGE

Seaboard's Offer to Lease the North Carolina Railroad.

PRESIDENT HOFFMAN'S LETTERS

OFFERS FOUR HUNDRED THOUSAND DOLLARS A YEAR.

The Governor Strongly Recommends the Annulment of the Lease and Talks of Competition—Discusses Railroad Legislation.

Governor Russell yesterday transmitted a special message to the Legislature relative to the lease of the North Carolina Railroad and embodying correspondence with Seaboard officials.

RALEIGH, N. C., Feb. 5. To the Senate and House of Representatives:

I have the honor to submit herewith the following correspondence concerning the lease of the North Carolina Railroad:

SEABOARD AIR LINE SYSTEM, BALTIMORE, Jan. 20, 1897.

To His Excellency, Hon. D. I. Russell, Governor of North Carolina, Raleigh, N. C.: DEAR SIR—Understanding that it is probable that the North Carolina Railroad's present lease may be annulled, and the road offered to fair competition, I desire to state on behalf of the Seaboard Air Line, as I am stated to the President and Directors of the North Carolina Railroad before the last lease was consummated, that if the road was in position to be handed over to the successful bidder, that the Seaboard Air Line would make an offer to lease the property at a higher rate than is named by the present agreement.

Yours very truly, (Signed) R. C. HOFFMAN, President.

Upon receiving the foregoing letter, I notified the representatives of the Seaboard system that I did not regard their offer as sufficiently definite to be satisfactory to the General Assembly and thereupon addressed to them a letter and received the reply as follows:

STATE OF NORTH CAROLINA, EXECUTIVE DEPARTMENT, RALEIGH, N. C., Jan. 20, '97. R. C. Hoffman, Esq., President of the Seaboard Air Line System, Baltimore, Md.

DEAR SIR—There is, in my opinion, a reasonable prospect that the lease of the North Carolina Railroad will be annulled through legislative or judicial action or by both. In that event I, as Executive of North Carolina, desire through the keenest competition to make the property bring the greatest amount possible. Therefore, I would be pleased to have from the companies you represent a proposition for leasing the same for the term of twenty years, and desire that you will state plainly and fully the terms upon which you would be willing to acquire the property and the amount that you would pay for the same.

Bids the franchise, rights and privileges of the said corporation, the lessee would acquire the use of the property embraced in the accompanying schedule. I earnestly ask an immediate answer. Yours respectfully, DANIEL L. RUSSELL, Governor.

SEABOARD AIR LINE SYSTEM, Baltimore, Feb. 2, 1897.

To His Excellency, the Hon. D. I. Russell, Raleigh, N. C.

SIR: I beg to acknowledge receipt of your esteemed favor of the 20th concerning the probable nullification of the existing lease of the North Carolina Railroad, and suggesting that in this event you would like our company to submit a bid for a twenty year lease of this line.

Permit me to say it is most gratifying to receive assurances from you of the likelihood of our being allowed to participate, upon an equal footing with competing lines in submitting a bid for the operation of the State's property, a privilege not heretofore accorded us, although we have heretofore been, as we are today, prepared to submit a bid, which is an advance on the amount paid by its present lessees, and a figure more consistent with its value to the owners of the stock and the taxpayers of your State.

In the event of the present lease being annulled, I beg to say that our company would be willing to lease the property in its entirety upon a basis of the legislation now proposed, at an annual rental of four hundred thousand dollars, which will note is equivalent to ten per cent. upon a capital stock of four million dollars.

I beg to say in this connection that under favorable conditions the North Carolina Railroad would prove a valuable adjunct to the Seaboard Air Line, not only resulting in accrued benefits to the latter company, but affording the people of North Carolina that competition which is most essential to the upbuilding of any State or community.

It has been the policy of our company to court legitimate competition, with other transportation companies, rather than to discourage it, feeling assured that if the same laws are enacted of one, as of the other, and the same privileges afforded, we can successfully maintain ourselves and at the same time satisfactorily serve the public as a common carrier. Should we acquire control of the North Carolina Railroad, there would be no hesitancy on our part in agreeing to handle the trains of our competitor, its present lessee, over such portions of the line as desired, upon payment of trackage charges not in excess of amounts paid out by them, to other lines, in this section for similar accommodations, or upon such terms as are usual in such cases.

It might be out of place for me at this time to go into details as to the salutary effect the operation of the North Carolina Railroad by the Seaboard Air Line would have upon commerce throughout the section it traverses. I beg, however, to thank you for your communication, and hope that conditions will make it possible for you to give favorable consideration to the terms suggested above,

the further details of which I shall be glad to discuss, by letter or otherwise, may suit your convenience.

With great respect, I have the honor to subscribe myself,

Yours very sincerely,

(Signed) R. C. HOFFMAN, President.

The assertion of the President of the Seaboard system that the company which he represented were not anxious to participate with competing lines in submitting a bid for the North Carolina Railroad and that this fact was known to the President and Directors of the North Carolina Railroad before the present lease was consummated, is, in the opinion of the public, not only untrue, but is a gross and indefensible secrecy, well known to the public, but not until now, so far as responsible parties that the Trustees of the State actually attempted to make a sale of the property at a price less than was offered by responsible bidders.

If this assertion be true, then the transaction is not only void in equity but fraudulent in law and morals. If this is so, the equity would nullify the contract made on the ground of palpable and deliberate fraud. Any director or officer of the Seaboard system who would sell or lease property belonging to the public, or who would sell or lease property belonging to the public, at a better price would be rebuked and punished and the transaction itself vitiated by the equity courts.

Your honorable bodies will now see that there is an offer for a twenty year lease which gives to the State a net gain over the ninety nine year lease of about \$300,000 a year. On this bid the State would get for twenty years 4 per cent. on two and one half millions of dollars, and this a clear net gain over what it would get if this ninety-nine year lease were allowed to stand. Under the offer of the Seaboard system, the State would receive over and above what it would get for twenty years under the present lease, a net gain of two million dollars, and at the end of the time have this property as its own.

I we advance in material development as we hope and believe we will, at the end of the twenty years the State will have in the railroad a property that may be of great value to its people in relieving taxation or in augmenting the State fund. There is good reason to believe that the Seaboard would pay more than the ten per cent. but also the operation expenses and the taxes, state, county and municipal of the North Carolina Railroad. Indeed, what reason is there to doubt that this bid of 10 per cent. would be greatly increased by those who want this property and by those who do not want it but must have it, because it is indispensable to the State, unless they are allowed by our law makers to become dependent of it?

If the bill now pending before the honorable bodies, entitled "An act to prescribe the terms upon which foreign railroad corporations shall be allowed to operate railroads and transport business within the State of North Carolina," shall be enacted by you into law, it will only this 10 per cent. be realized, but, in my opinion, more than that will be obtained for your property. But the bill cannot be accomplished if the bill is amended by striking out all of the important features. The provisions of the bill as to requiring non-resident corporations to obtain a license after the first day of May, 1897, and denouncing criminal penalties for its violation, are essential for the State's protection. The license feature applies to the old lease as well as the new. The lessees have a right to complain of this act on the part of the State, because they took the thirty-year lease with notice of the reserved right of the State to exercise its sovereign power to prohibit them, as a foreign corporation, from operating a railroad in the State. They never had a lease from the State or any contract with the State. Their lease and their contract were with the railroad company. The North Carolina Railroad Company leased to them a foreign corporation, and they were permitted to take the lease under and the virtue of an unwritten law which said to them, "You are authorized by the State of Virginia to take this lease and operate it under the laws of North Carolina." North Carolina admits you here as a matter of hospitality and comity. This hospitality and comity she will withdraw at her pleasure." The provisions of the bill as to removals from our courts are just and fair and necessary to the enforcement of the rights of the State. The striking out of any provisions of the bill will probably be disastrous, unless it be a law which authorizes the sale of the State stock.

If the General Assembly in its wisdom prefers not to authorize the sale in any event, that much can be stricken from the bill without weakening or impairing the efficiency or force of its general scheme. That scheme is to make laws as are necessary to get for our property what it is worth. My own judgment is that the stock should be sold unless better terms may be had by lease.

Objection is made that the legislation action in this matter will lead to expensive litigation. I do not believe that litigation would subject the State to any serious expense. I know of no way to assert rights or correct wrongs except by litigation.

It is of the highest importance that the North Carolina Railroad from Greensboro to Charlotte shall not be paraded until the State has disposed of its stock by lease or sale. To permit this would seriously impair the value, if it does not throw away the property.

No one railroad or line or system should be permitted to acquire by lease, purchase or otherwise any competitive railroad or line or system. I earnestly recommend that the measure relating to that subject, which has passed the House of Representatives, be passed into law.

The North Carolina Railroad is a public property and the Seaboard system, if it was, the manifest interest of the State is to make an exception in its favor as to it for the sake of realizing its value for the people.

The State has a large interest in the Atlantic and North Carolina Railroad. It is entirely practicable to compel the lessee or purchasers of the State's interest in the Railroad to take the State's interest in the Atlantic Railroad, provided the General Assembly will authorize the lease of the State's interest in the Atlantic and North Carolina Railroad and pass the measures necessary to enable the State to get value for its property.

California Prohibits Prize Fighting. Sacramento, Cal., Feb. 5.—A bill to prevent prize fighting was passed by the Senate yesterday, and now goes to the Assembly for action.

N. C. RAIL

Governor's Message

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## N. C. RAILROAD LEASE

Governor's Message Read Before the Legislature.

ONE THOUSAND COPIES ORDERED

TRINITY COLLEGE STUDENTS TAKING NOTES ON PROCEEDINGS.

Senate Wants No Steering Committee—Young Wins in a Skirmish—Resolution to Inquire and Report on Salaries.

Twenty-one members of the senior class in Social Science at Trinity College occupied the rear gallery in the Senate chamber yesterday morning. They are studying public institutions, asylums, penitentiaries, methods of administration, discipline, sanitation, etc. Professor Jerome Dowd, occupying the chair of Political Economy at Trinity College, was in charge of the class. They were getting pointers on parliamentary law from the Senate, and incidentally to see how many foolish bills come before that body. They remained about ten minutes.

The substance of the bill introduced to amend insurance laws is to provide that when any buildings are totally destroyed by fire the value of the same shall be that stipulated in the application or policy less any material deduction of the property between the date of policy and loss, unless it shall be shown that the policy was fraudulently obtained, and provide a hearing of suits in the courts of the State, etc., instead of the Federal Court.

Senator McNeill opened the Senate with prayer yesterday morning after Lieutenant Governor Reynolds had called the session to order at 10 o'clock. There were less than half of the members present, but they filed in rapidly.

Senators Ramsey and Henderson were granted leave of absence until next Monday; Odom and McCarthy until Tuesday, and Anderson until Thursday.

PETITIONS.

Mr. Clark (by request)—From the people of Littleton, against establishing dispensaries.

Mr. McAskey—From Pitt county, against stock laws.

Mr. McAskey—To prohibit the sale and making of liquors.

Mr. Stiles (by request)—Two petitions from Guilford county against the ten hour law.

Mr. Alexander—Petition to work convicts on public roads.

Mr. Barker—Petition from Alexander county against increased appropriations for State institutions, especially that no appropriation be made for a reformatory, and if it is made that it do not go into effect until it is ratified by a vote of the people.

Mr. McNeill—To prohibit the making and selling of liquor within two miles of Mills Creek Church, in Wilkes county.

INTRODUCTION OF BILLS.

Mr. Justice—Bill to authorize Rutherford county to levy special tax; also to amend section 147 of The Code; by request, to amend section 78 of The Code.

Mr. Uley—Bill to protect educational and other institutions of North Carolina; also to regulate duties; to regulate the duties of clerks of the Superior Courts in regard to books furnished by the State.

Mr. Abell—Bill to direct the Secretary of State to furnish certain books to Johnston county to regulate cotton weights in Johnston county.

Mr. Clark, by request—To amend sections 256 and 261 of The Code, to prohibit certain cases.

Mr. Barringer—Bill in relation to convicts in Cabarrus county.

Mr. Giddie—To prohibit the making or selling of whiskey within three miles of King Hiram Lodge, in Cumberland county.

Mr. Lyon—Bill to authorize the treasurer of Durham to pay Miss Ida Crispus, a teacher; also to repeal chapter 10, laws of 1895, in relation to concealed weapons.

Mr. Hyatt—Bill to amend chapter 10, laws of 1891.

Mr. Henderson—Bill to amend section 1964 of The Code, relating to the tenant acts.

Mr. Moye—Bill to incorporate the Hope Fire Insurance Company of Greenville also to amend chapter 380, laws of 1891.

Mr. McAskey—Bill to prohibit the sale of liquors within two miles of Edmonds mill, in Beaufort county.

Mr. Newsum—Bill to amend the insurance laws of the State; also for the relief of Wm. H. Pratt of Hertford county.

Mr. Justice—Bill in relation to the court clerk of Rutherford county.

Mr. McNeill—Bill to prohibit making and selling liquor within two miles of Mills Creek Church, Wilkes county; also for the relief of F. J. Greenwood, in Wilkes county; also to amend section 1027 of The Code; also, by request, an act in regard to attorneys.

Mr. Barker—Bill for the better drainage of certain lands in Lincoln county.

Mr. Odom—Bill to regulate the election of cotton weighers in Alamance county.

Mr. Anderson—Bill for the relief of J. H. Bean of Cumberland county.

Mr. Grant—Resolution that the President of the Senate appoint a committee of three to be composed of one from each political party, which shall be known as the Senate steering committee. It shall be the duty of this committee to arrange the calendar each day, and no bill shall take precedence on the calendar, except by the consent of the said committee.

There was considerable discussion pro and con on the resolution. Two amendments were offered, and finally a motion was made to table.

It was claimed by the promoters of the resolution that the business would be greatly facilitated, and Mr. Grant called for the ayes and noes, to put the matter on record.

The opponents of the resolution contended that it placed too much power in the hands of the committee; and that by placing measures at the foot of the calendar it would be impossible to reach

them, and they would be entirely shelved. The roll call resulted as follows:

Ayes—Abell, Alexander, Anthony, Atwater, Barringer, Butler, Clark, Earnhardt, Giddie, Hardison, Lyon, Maxwell, Mitchell, Parker of Alamance, Patterson, Ray, Ramsey, Robertson, Sharpe, of Iredell, Shaw, Uley, Walker—23.

Noys—Anderson, Barker, Cannon, Grant, Henderson, Hyatt, Justice, Maultsby, Moye, McCaskey, McNeill, Newsum, Odom, Parker of Randolph, Person, Rollins, Sharpe of Wilson, Smathers, Shore, Wakefield, Whedbee—21.

CALENDAR ON THIRD READING.

Bill to establish stock law in White Oak township, in Bladen county. Passed.

Bill to authorize Caldwell county to levy special tax to pay unbonded indebtedness and build new jail. Passed.

Bill to incorporate town of Boyett, in Wilson county. Passed.

Bill to incorporate town of Hamlet, in Richmond county. Passed.

Bill to incorporate town of Robinsville, in Graham county. Passed.

MESSAGE FROM THE GOVERNOR.

The chairman announced a message from Governor Russell in relation to the lease of the North Carolina Railroad.

At 1:15 o'clock the Senate went into executive session to consider the Governor's message, and rose at 1:40 p. m.

Bills on third reading were resumed, and the bill to incorporate the Moore County and Northern railway passed.

Bill to authorize Richmond county to levy special tax. Passed.

Bill to authorize McDowell county to levy a special tax. Passed.

Bill to authorize Montgomery county to levy a special tax. Passed.

Bill to authorize Watauga county to levy a special tax. Passed.

FOR SECOND READING.

Bill to authorize Cherokee county to levy a special tax. Passed.

Bill to authorize Edgecombe county to levy a special tax. Passed.

Bill to restore the office of county treasurer to McDowell county; the Governor is authorized to appoint a treasurer until the next election. Passed on second and third readings.

Bill to enlarge and extend the time of holding Superior Court in Guilford county passed second and third readings.

Mr. Atwater made a motion to print 500 copies of the Governor's message on the railroad lease. Passed.

Motion to adjourn until 11 o'clock today was carried.

HOUSE.

Yesterday's session of the House of Representatives was opened at 10 o'clock with prayer by Rev. A. L. Betts of the city.

A notable feature of the reports of committees was the report from the Privileges and Elections Committee on resolution empowering the committee to appoint a sub-committee to take evidence in the stead of Commissioner Lehman. The majority reported adversely and the minority favorably. Later in the session the resolution was taken up and tabled.

BILLS INTRODUCED.

Bills were introduced as follows:

Mr. Murphy—Bill to regulate the taxing of bills of costs.

Mr. Bryan of Wilkes—Bill to put Cleveland and Gaston counties in the Seventh District, and Yadkin and Davie in the Eighth Congressional District.

Mr. Bryan of Wilkes—Bill for the relief of S. J. Greenwood, ex-sheriff of Wilkes county.

Mr. Babbitt—Bill to improve the roads of Pamlico county.

Col. Cunningham—Bill to allow Masonic, Odd Fellows or other benevolent organizations to come within the provisions of section 30 of The Code.

Mr. Bryan of Chatham—Bill for the relief of land owners in Chatham county.

Mr. Bryan of Chatham—Bill to amend chapter 251, Public Laws of 1895.

Mr. Cook—Bill to amend section 5, chapter 214, Public Laws of 1893, relating to the election of a Board of Health in Warren county.

Mr. Rountree—Bill to put Thomas A. Brown on the pension roll.

Mr. Pool—Bill relating to Elizabeth City State Normal School, creating a board of trustees, composed of Palemon Johns, W. J. Griffin, M. B. Culpepper, Hugh Cole and R. O. Proctor, and providing for an appropriation proportionate with those made to similar schools of the State.

Mr. Pool—Bill to protect fish in Newbeque creek in Pasquotank county.

Mr. Hancock—Bill to prohibit the sale of liquor within three miles of Saints Delight Church, in Craven county.

Mr. Abernathy—Bill for the better drainage of certain lowlands in Lincoln county.

Mr. McBride—Bill to amend section 1, chapter 202, laws of 1881.

Mr. Person—Bill to provide for the appointment of a cottonseed weigher for the Goldsboro oil mill.

Mr. Morton—Joint resolution regulating the sale of cigarettes by requiring the House Judiciary Committee to draft a bill for the establishment of dispensary system, somewhat on the line of the Wayneville dispensary, for the regulation of the cigarette traffic and consumption. Fines for the violation of law appropriated to Trinity College. It also provides that the bill absolutely prohibit the sale of cigarettes to persons under twenty-one years of age.

Mr. Dockery—Bill to change the time for holding the courts in the 7th Judicial district.

Mr. McPheeters—Bill to protect deer in Mitchell and Yancey counties.

Mr. Person, of Wayne—Bill to provide cotton weighers for Fremont and Mount Olive in Wayne county.

CALENDAR.

Bill providing for the refunding of contested election expenses to J. M. Early, in the Senate case of Early against Mitchell, in 1893, passed second and third readings. The sum involved is \$130.

Bill to incorporate Tar River Bank at Rocky Mount, passed second and third readings.

Bill to establish a uniform standard of time in all sections of the State was tabled.

Joint resolution providing for a committee to be appointed to investigate the salaries of all State officials looking to their reduction proportionate with the prices of farm products, etc., passed second and third readings.

Bill to repeal chap. 393, laws of 1895, passed second and third readings.

Bill to amend and extend the operation of section 2784 of The Code, passed second and third readings.

Bill to amend sections 2015 and 2016 of The Code, relating to road supervisors, changing the time for the meeting of the supervisors from February and

August to April and October of each year, passed second and third readings.

Bill for the repeal of chapter 277, laws of 1895, was put upon second reading and referred to the judiciary committee.

COL. SUTTON'S BILL.

By unanimous consent Col. Sutton introduced a bill providing that all parents and guardians be required to have their children vaccinated before they attain the age of two years, except where a physician's certificate, certifying that the child is an unfit subject for such vaccination, is presented.

The bill further provides that municipal authorities shall require and enforce vaccination and re-vaccination of all inhabitants whenever, in the opinion of the local Board of Health or, when none, in the opinion of the State Board of Health, public health shall require. Every person failing to comply with the order of such authorities shall be subject to a fine of \$5.

The last section of the bill provides that all incorporated manufacturing companies, superintendents of almshouses, State reform schools, industrial schools, lunatic hospitals, masters of houses of correction and keepers of all similar institutions have inmates vaccinated at the cost of said institutions.

CALENDAR RESUMED.

The resolution providing that the committee on Privileges and Elections appoint a sub-committee to conclude the taking of evidence in the contested election case of Broughton vs. Young, was put upon its passage with an unfavorable report from that committee as a majority, and a favorable report from the minority. Pending the disposition of the latter, Mr. Duffy of Onslow spoke for the minority.

Col. Sutton made a telling speech in support of the report of the majority, reviewing the history of the case from the election up to the present time. In the beginning of his speech he told his hearers that no politics should enter into his discussion of the case; but he would present the pure cold facts of law. He told how contestant's commissioner had refused to admit rebuttal evidence on the ground that contestant had not given 30 days' notice before the General Assembly met. Section 2850 of The Code, as amended by Acts of 1893, was introduced, which he declared clearly shows that contestant must give 30 days' notice prior to the convening of the General Assembly; but that it equally clearly showed that contestant's notice of rebuttal evidence only required 30 days' notice without reference to the meeting of the Assembly.

Col. Cunningham spoke for about fifteen minutes in support of the minority, insisting that the hearing of the evidence before Young's commissioner be stopped and the committee instructed to establish the sub-committee.

He was followed by Chairman Cook, of the Elections and Privileges Committee, who said that he hoped the gentleman from Onslow and others had heaped sufficient fuel upon the majority of the case. He gave a concise and convincing defense of the course of contestant's attorneys, sustaining a sharp cross-examination by the gentleman from Onslow. Mr. Cook was equal to every emergency and clearly routed the enemy in every attack. On concluding his speech he called for the previous question, which was sustained, and the minority report was lost—62 to 32.

Col. Lusk explained his vote by saying that he remembered very distinctly that two years ago, while serving as a representative, the Elections and Privileges Committee had appointed a sub-committee in a similar case from Edgemont in the Democratic press very roundly reprimanded them for so doing, he therefore voted no, to avert a repetition of the criticism.

On motion of Mr. Cook, the resolution was tabled by a ballot of 61 to 32.

THE GOVERNOR'S MESSAGE.

At this juncture a messenger from the Governor was announced, who presented a special message, containing certain correspondence relative to the lease of the North Carolina Railroad. It was read before the House and, on motion of Col. Sutton, 1,000 copies were ordered to be printed, and twenty of the same issued to each member of the General Assembly. (The message appears in full elsewhere in THE TRIBUNE.)

CALENDAR AGAIN.

Bill to authorize Hyde county to levy a special tax passed third reading.

Bill to regulate sheriff's bond in Tyrrell county, passed second and third readings.

Bill to establish a system of graded schools in Henderson, passed third reading.

Bill to allow Franklin county to issue bonds to pay outstanding indebtedness, passed third reading.

Bill to establish a graded public school in Hickory, passed third reading.

Bill establishing a 10-hour system of labor for the State, was, on motion of Mr. Blackburn, tabled.

By consent, Col. Cunningham introduced a bill to amend the charter of St. Augustine Normal School and Collegiate Institute which was appropriately referred. More extensive reference is made to this bill elsewhere in these columns.

The House adjourned at 2:10 o'clock until 10 a. m. today.

Executive Committee Met.

The Executive Committee of the Teachers' Assembly met here yesterday. There were present Prof. W. L. Pate, of Wake Forest; State Superintendent M. B. Lane; Prof. Hugh Morson, of the Raleigh Male Academy; Superintendent M. C. S. Noble, of Wilmington; Superintendent C. W. Toms, of Durham; Superintendent J. Y. Joyner, of Greensboro, and Secretary and Treasurer C. J. Parker, of Raleigh.

The report of the Secretary and Treasurer for 1896 was read and approved. The committee endorsed the sale of the Assembly's property at Morehead. June 15th was chosen as the time for the next meeting of the Assembly. The scope of the work and length of the meeting will be determined later.

The following sub-committees were appointed:

To secure a new charter for the Assembly—Messrs. M. B. Lane, Morson and Parker.

To prepare a program for the Assembly's next meeting—Messrs. Toms, Pate, M. B. Lane and Parker.

To select place for holding next Assembly—Messrs. Pate, Toms and Parker.

Finance and auditing committee—Messrs. Morson and M. B. Lane.

The Executive Committee also carried out the instructions of the past Teachers' Assembly at Asheville and made the office of Secretary and Treasurer a salaried position.

## SENATOR BUTLER'S BILL

FURTHER CONSIDERED BY RAILROAD AND RAILROAD COMMISSION COMMITTEE.

It is Materially Amended and Will Be Reported to Senate Without Prejudice—Arguments Yesterday Afternoon.

The Senate Committee on Railroads and Railroad Commission again yesterday afternoon, from 3:30 to 6 o'clock, wrestled with the problems presented in the bill by Senator Butler for the regulation and reduction of railroad passenger rates.

The result of the conference was, briefly stated, an amendment substituting a rate of 2 and 2½ cents per mile instead of 1½ and 2 cents, the rates being charged by the companies now being 2½ and 3½ cents. This is to apply only to the three principal lines of the State, the Southern, the Atlantic Coast Line, and the Atlantic Coast Line. The amendment also authorizes the Railroad Commission to establish the rates of the smaller companies to the best interests of the roads and State, it being the opinion of the committee that the three trunk lines can run on a lower schedule of rates than the weaker roads through less populous districts and with short lines.

With the above amendment, the bill is to be reported without prejudice so that that body may settle the matter as they see fit.

As on the previous afternoon, there were in attendance a number of prominent railroad officials and attorneys, and speeches were made by Col. Henderson, of Tennessee, Assistant Attorney for the Southern Railroad Company; Mr. Bushe, also a Southern Attorney; by R. O. Burton, of the Atlantic Coast Line, and by Superintendent Harper, of the Atlantic and Western road, narrow gauge.

In addition to the speeches made by these gentlemen, Messrs. J. W. and S. O. Wilson, of the Railroad Commission, addressed the committee.

Commissioner J. W. Wilson urged moderation in dealing with the railroad rates, in as much as the fact that many of the principal roads of the country were now in the hands of receivers was convincing evidence that little if any money was being made by any of them. Rates in the State now, he said, were lower than those of any other in the Union save Massachusetts.

In further arguing the matter, he presented figures from the commission's report showing that there could be little, if any, extravagance in the matter of salaries. Insisting, also, that even should a lower rate be established, it would not do to have the rates for weak, short roads the same as the longer and better patronized companies.

S. O. Wilson followed his father with a short statement of railroad conditions, emphasizing the importance of prohibiting the issuing of free passes except to members of the Railroad Commission. This, he thought, would not only tend to the benefit of the public by reducing general rates, but would also be a great blessing to the companies as well.

Col. Henderson of the Southern Company spoke for about 20 minutes. He opened his speech with the declaration that as for himself he was in favor of roads issuing even more passes than they do. He had frequent calls for passes from people whom he could not find it in his heart to refuse, but the rules of his company would not allow him to issue them. He showed the utter impracticability of attempting to legislate against passes inasmuch as the great bulk of them were issued to employees of the roads.

The proposed cut in rates, he said, would deplete the receipts of the Southern company \$200,000 per year. The company had been formed to put a number of stranded roads on their feet again. This had been done at a loss thus far, and the enactment of such laws as was proposed in the bill under consideration would preclude the possibility of paying any dividends in the future. In further arguing the case, Col. Henderson said that, if, as the bill stipulated, rates should be sufficiently high to pay a dividend of 6 per cent. upon the stock or valuation, it would be necessary to very materially raise the present rates even. As it is now, there is only a dividend of 1 per cent. on preferred stock, to say nothing of common stock, which is even now worth only \$8 per share.

Col. Henderson ridiculed the idea that a man capable of directing the affairs of a great railway system could afford to serve for a salary of \$3,000 per annum.

In referring to the matter of taxing the said roads, he urged that in all fairness the same rule should be applied in the tax valuation of railroad property as to private property. In other words, if a road paid dividends on a certain amount of stock, the tax value should be about two-thirds of that amount.

Mr. Bushe followed Col. Henderson with additional argument along the same line. He said the rate on the road from Baltimore to Washington, a thickly populated section of country, was now 2½ cents per mile; and the idea of a section sparsely settled like North Carolina compelling her roads to charge even a far less rate!

He spoke of the crusade against salaries of railroad officials, declaring that in his opinion the public and railroad officials were being greatly misled by extravagant statements of the press. The Lord knows, he said, the salaries of the legal officials of the roads are low enough. He had frequently seen the most boldfaced and unsupported statements in many papers as to the salaries of railroad officials.

Mr. R. O. Burton, of the Atlanta Coast Line, concluded the discussion. He said the proposed law would curtail the receipts of his company at least \$110,000. This great loss to his road, however, would only afford a profit of 30 cents for each traveler on his road.

Mr. Burton also brought to the attention of the committee the almost stranded condition of many of the roads.

When all the argument had been heard, the committee went into executive session and arrived at the agreement narrated in the introductory of this story. Therefore the question is now to be fought out by the Senators themselves, and the bill will very probably come up on the calendar of that body in a very few days.

Daghi has just received a lot of lemons specially for la grippe. Call on him for them.

## W. H. & R. S. Tucker & Co.

Calendar Special Sales FOR THE WEEK.

February 1st TO February 6th.

Monday, 1st—Stock taking.

Tuesday, 2nd—Stock taking.

Wednesday, 3rd—Stock taking.

Thursday, 4th—After stock taking.

Friday, 5th—After stock taking.

Saturday, 6th—After stock taking.

Daily, as the week progresses, we will offer at clearing prices such merchandise as Silks, Dress Goods, Black Dress Goods, Linens, Hosiery, Underwear, Men's Furnishings, Small Wares, Housekeeping Goods, Woolens, Flannels, etc., etc.

We will make it to the interest of the customer to buy—it is certainly to our interest to sell. You will find many bargains in the many lines we will be offering. Daily shopping will repay you.

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## CHARLES RITCH MAKES BOND

BREATHES THE AIR OF FREEDOM AFTER A LONG CONFINEMENT.

Was a Model Prisoner—Comfortable Arrangements of His Cell—Goes Back to Charlotte.

Knoxville Journal.

Charles Ritch, the murderer of Thomas Breen, who has been confined in the Knox county jail for the past fourteen months, breathed the air of freedom yesterday. As has been previously published, his friends have been making efforts to secure for him a bond for \$2,000, by means of which his release would be effected until the May term of the criminal court. Several gentlemen in this city have been interested in his welfare, and have been especially earnest in their efforts to benefit young Ritch. Among these have been Messrs. Junius Parker and W. A. Galbraith, and their interest was manifested in a material way yesterday. These gentlemen signed the bond which gave Ritch his liberty.

For several weeks they have been in correspondence with North Carolina parties. The result of this correspondence was an agreement on the part of five citizens of Charlotte to indemnify Messrs. Parker and Galbraith against any loss in signing Ritch's bond.

These gentlemen are T. L. Ritch, father of the young man; W. H. Crowell, George S. Hall, Charles F. Wordsworth and J. H. Weddington. Charles Ritch bid adieu to the jail yesterday afternoon about 3 o'clock. He took with him all his belongings which he has had with him in his cell during his continued confinement. He will leave for his home in Charlotte, where he will again join his father and mother, whom he left eighteen months ago. It is needless to say that Ritch is the happiest man in Knoxville.

With the confinement of Charles Ritch in the Knox county jail there is associated a story the like of which was never known before in the history of the county bastle.

Soon after being incarcerated he was provided with a bedstead, bedding, etc., chairs, tables and toilet outfit, all of which was placed in the cell assigned to him alone. Later he was joined by Simpson, the forger, who remained with him until a year ago. Since that time Ritch has been alone.

He was regarded as a model prisoner by Jailor Groner and other officers about the jail. The prisoners recognized in him the monarch of the jail, and his word was always law. It seemed remarkable that he should have exerted such influence over men with whom he was compelled to associate.

Ritch spent the greater portion of his time reading, and during his incarceration, he accumulated quite an extensive library of literary works of more or less value. His books were given him principally by friends who were interested in his welfare.

Ritch's cell was a model of neatness, and at all times he kept it in a most inviting condition.

When he left the jail yesterday, Ritch expressed his appreciation to jailer Groner and the sheriff for all favors tendered him while he has been with them.

Mr. Ritch left last night for Charlotte. He has a position awaiting him, and will enter business at once.

### SPECIAL STOCKHOLDERS'

Meeting Southern Building and Loan Association.

In accordance with the action of the directors of the Southern Building & Loan Association the following notice has been mailed to the local treasurers of the association:

Knoxville, Tenn., Feb. 2, 1897.—Dear Sir: As you are no doubt aware, the Southern Building & Loan Association is now in the hands of temporary receivers, appointed by the United States Court in the case of Linda H. Johnson vs. The Southern Building & Loan Association.

On February 1st the motion for a permanent receiver was postponed and continued by the court until Monday, March 8th, to the end that the stockholders of the association might have an opportunity to meet together for conference and devise some plan for reorganization or voluntary liquidation that will save the stockholders the expense of litigation and receivership.

A special meeting of the stockholders of the association is therefore called by the directors, in accordance with section 3, article iii, of the association's by-laws, to meet at the association's office in Knoxville, Tenn., at 10 o'clock a. m. on March 4th, 1897, to consider of and devise ways and means for the reorganization or for the liquidation of said association, as the stockholders may deem best for the association, and to this end to pass by-laws or to so amend existing by-laws as

may be necessary to carry out the plan of reorganization or liquidation adopted.

Please call a meeting of the stockholders and members of the company at your place at the earliest practical date, and, if possible, have your stockholders represented by some one from your local stockholders. If you cannot send a representative, have your stockholders place their proxies in the hands of some one who will be sure to attend the meeting.

Blank proxies are enclosed.  
S. B. LUTTRELL, President.  
W. H. COLLETT, Secretary.

### REDUCED RATES ON CORN.

Four to Five Cents Lower From the West To Southeastern Points.

St. Louis, Mo., Feb. 5.—A sweeping reduction in rates on corn was made yesterday to southeastern seaboard points by St. Louis railroads. Last week the Kansas City, Memphis and Birmingham railroad announced a reduction of five cents per 100 pounds from Memphis to interior southeast points, and four cents to southeastern coast points. The St. Louis roads have followed suit and the rate from this city to the territory named on corn in car load lots is reduced from 28 to 24 cents to Charleston, Savannah, Jacksonville and coast points, and 23 cents to interior points in the same territory. From Ohio river to coast points the rate is 19 cents, and from Memphis 15 cents.

### Plague Fatalities.

Bombay, Feb. 5.—The official returns of the health authorities show that up to date there have been 5,095 cases of the plague and 3,841 deaths from the disease.

### STANDING COMMITTEES

of the Senate and House of Representatives.

The following are the Standing Committees of the House of Representatives as revised up to date.

Education—Claude Dockery, chairman; S. A. White, McCrary, Cox, Young, Abernathy, King, White, of Randolph, Rountree, Whitener, Wrenn, Dixon, of Cleveland, Nelson, Walters, Murphy.

Pensions—Mr. Crumpler, chairman; Barrow, Ward, Chilcutt, Roberts, Adams, McPneeters, Ransom.

Propositions and Grievances—Spencer Blackburn, chairman; Sutton, of New Hanover; Crews, Craven, Carter Crumpler, Cunningham, Lyle and Sutton, of Cumberland.

Insane Asylum—Sutton, of Cumberland, chairman; White, of Alamance, Alexander, Whitener, Parker, of Perquimans; Rountree, Pearson, Dixon, of Cleveland; Hartness.

Counties, Cities, Towns and Townships—D. B. Sutton, of New Hanover, chairman; Duncan, Peace, Freeman, Fagan, Ferrell, King, Maxton, Walters, Smith, Cathey, Roberts, Blackburn.

Institutions for Deaf and Dumb—Person, of Wayne, chairman; Abernathy, King, Hauser, Petree, Aiken, Green, Wrenn Nelson, Duffy, Bryan, of Edgecombe.

Immigration—White, of Alamance, chairman; White, of Bertie, Bryan, of Edgecombe, Allen, Hodges, Barrow, Harris, of Hyde, Chapin, McPneeters, Harris, of Hyde.

Privileges and Elections—Wm. Cook, chairman; Blackburn, Sutton, of New Hanover; Peace, Bryan, of Chatham; Brown, Person, of Wayne; Cunningham, Ferguson, of Cumberland; Person, of Wilson; Sutton, of Cumberland.

Judiciary—Col. V. S. Lusk, chairman; Sutton, of Cumberland; Cook, Young, Schulken, Price, Craven, Ferguson, Murphy, Chandler, Cunningham, McCrary, Blackburn, Duffy, Hartness, Chapin and Hare.

Banking and Currency—Bryan, of Chatham, chairman; Hauser, Crumpler, Ormsby, Cox, Adams, McKenzie.

Salaries and Fees—Dixon, of Green, chairman; Yarborough, Harris, of Hyde; Holmes, McCrary, Chandler, Elliott, Ensley, Parker, of Wayne; Hartness.

Finance—Johnson, chairman; Bryan, of Chatham; Whitener, Person, of Wayne; Alexander, Young, Aiken, Petree, Nelson, McKenzie, Brown, Peace, Pearson, Green.

Institution for the Blind—Mr. Craven, chairman; McBride, Terrell, Person, of Wilson; Young, Pool, Grubbs, James, McLelland.

Engrossed Bills—Pinnix, chairman; Chapin, Spruill, Arrington, Parker, of Perquimans, Holmes, Price, Carter, Ferguson, Leak.

Enrolled Bills—Hauser, chairman; Abernathy, Drew, Hare, McCrary, Dockery, Eddins, Bunch.

Corporations—Schulken, chairman; McBride, Brown, Alexander, Dockery, Bailey, Watters, Umstead.

Railroads and Railroad Commission—Brower, chairman; Blackburn, Dockery, Pinnix, Ferrell, White, of Randolph; Ward, Dixon, of Green; McKenzie, Smith, of Robeson.

Health—Mr. Alexander, chairman; Dixon, of Cleveland; Person, of Wayne; Person, of Wilson; Lyle, Freeman, McLelland, Sutton, of Cumberland; Fagan, Bobbitt, Spruill, Nelson, Crews.

Internal Improvements—Bryan, of Wilkes, chairman; Weyms, Aiken, Dancy, Reynolds, Morton, Ward, Brown, Reid, Wilson, Creech.

Potential Institutions—Parker, of Perquimans, chairman; Johnson, Carter, Abernathy, Roberts, Currie, Deweese, Dayton, Umstead, Conley, McKenzie, Arrington, Bryan, of Edgecombe, Hare.

Agriculture, Mechanics and Mining—E. A. Aiken, chairman; Rawls, Allen, Somers, Reynolds, Rountree, Purgason, Ferrell, Umstead, Cunningham, McLelland.

Insurance—White, of Randolph, chairman; Fagan, Price, Pool, Allen, Harris, Halifax, Cunningham, Lawhorn, Eddins.

Fish Interests—Hanocck, chairman; Duncan, Bobbitt, Pool, Hodges, Alexander, Parker, of Perquimans; Harris, of Hyde, Elliott, Cox, Daniels, Fagan, Rountree, Chapman, Spruill, Drew, Hare, Burges, Gallop, Howe.

Federal Relations—Chapin, chairman; Deweese, Adams, Howe, Ward, Foster, Ferrell, Barrow, Creech, Jones.

Private Bills—Alexander, chairman; Hodges, Cooke, White, of Bertie; Per-

son, of Wilson; Peace, Adams, Chapin, Crews, Holmes, Dixon, Duffy, Dockery, Lawhorn, McKenzie, Pinnix, Bryan, of Wilkes, Bailey, Pearson, Blackburn, Eddins, Arledge, Aiken, Platt.

Military Affairs—Cox, chairman; Chapin, Dancy, Ormsby, McBride, King, Price, Brown, Walters, Cunningham, Weyms.

Public Roads and Turnpikes—Ferrell, chairman; Reynolds, Craven, Carter, Dayton, Daniels, Deweese, Harris, of Halifax, Wilson, Watts, McPneeters.

Rules—Sutton, of Cumberland, chairman; Brown, Bryan, of Chatham, Schulken, Nelson.

Claims—Petree, chairman; Meares, Howe, Arledge, Bobbitt, Chapman, Foster, Purgason, Jones, Watts.

Senate Committees.  
The following are the Standing Committees of the Senate as corrected up to date.

Judiciary—Geo. Smathers, chairman; Whedbee, Shore, Anderson, McCarthy, Ramsey, Hare, Clark, Butler, McCaskey, Maxwell, Mitchell, Justice, Abell, Barringer, Parker, of Alamance; Ray, Scales, Anthony.

Finance—McCaskey, chairman; Sharpe, of Wilson; Parker, Alexander, McNeil, Grant, Mitchell, Yeager, Wakefield, Sharpe, of Iredell, Butler, Smathers, Justice, Abell, Barringer, Parker, of Alamance; Ray, Scales, Anthony, Patterson, Parker, Shore.

Agriculture—Parker, of Randolph, chairman; McNeil, Hardison, Hare, Merritt, Ashburn, Earnhart, Patterson, Cameron, Rollins, Hyatt, Justice, Abell, Barringer, Shore, Parker, of Alamance, Ray, Scales, Anthony, Patterson, Parker, Shore.

Education—H. L. Grant, chairman; Butler, Hare, Shore, Ramsey, Walker, McCarthy, Uley, Ashburn, Hardison, Anderson, McCaskey, Person, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony, Anderson, Maxwell, Harp, of Iredell, McNeil.

Internal Improvements—Harp, chairman; Lyon, Ramsey, Wakefield, Dickson, Hyatt, Earley, Merritt, Anderson, Cameron, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Propositions and Grievances—Shaw, chairman; Ashburn, Dickson, Heider, McNeil, Anderson, Atwater, Clark, Cannon, Alexander, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Corporations—Anderson, chairman; Maulsby, Rollins, Sharpe, McCarthy, Grant, Grant, Moyer, Lyon, Butler, Earnhart, Clark, Justice, Abell, Barringer, Parker, of Alamance; Ray, Scales, Anthony, Whedbee, Y. a. er.

Penal Institutions—Rollins, Chairman; Cannon, Hyatt, Alexander, Sharp, Earnhart, McNeil, Hardison, Heider, Atwater, Whedbee, Uley, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony, Barker.

Railroads and Railroad Commission—Butler, Chairman, McCarthy, Shore, Maulsby, Sharp of Wilson, Ramsey, Clark, Walker, McCaskey, Maxwell, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony, Barker.

Privileges and Elections—Wakefield, Chairman; Whedbee, Earnhart, Smathers, Parker, McCarthy, Merritt, Person, Walker, Maulsby, Gaddy, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Engrossed Bill—McNeil, Chairman; Ashburn, Dickson, Maulsby, Sharp, Yeager, Maxwell, Walker, Gaddy, Uley, Parker, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Deaf, Dumb and Blind—Alexander, chairman; Maulsby, Person, Rollins, Sharpe, of Wilson, Shaw, Atwater, Earnhart, Mitchell, Cannon, Walker, Hardison, Uley, Whedbee, Yeager, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony, Lyon, Shore.

Insurance—Jno. F. Newsome, chairman; Shaw, Smathers, Maxwell, Early, Whedbee, Wakefield, Parker, of Alamance, Ray, Scales, Anderson, Shore.

Fish and Fisheries—Hardison, chairman; Rollins, Gaddy, McCarthy, McCaskey, Anderson, Maxwell, Yeager, Newsome, McNeil, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony, Early.

Claims—Ramsey, chairman; Mitchell, Henderson, Robeson, Person, Patterson, Hyatt, Barker, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Salaries and Fees—McCarthy, chairman; Clark, Smathers, Mitchell, McNeil, Alexander, Dickson, Justice, Whedbee, Abell, Barringer, Parker, of Alamance; Ray, Scales, Anthony.

Public Health—Mr. Merritt, Chairman; Ramsey, Odum, Anderson, Alexander, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Banking and Currency—Mr. Moyer, Chairman; Sharp, Butler, McNeil, Mitchell, Hyatt, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Public Roads—Mr. Ashburn, Chairman; Hardison, Dickson, Newsom, Hyatt, Lyon, Maulsby, Early, Henderson, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Federal Relations—Mr. Mitchell, Chairman; Smathers, Grant, Ashburn, Rollins, Shore, Wakefield, Atwater, Newsom, Shaw, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Pensions and Soldiers Home—Mr. Roberson, Chairman; Ramsey, Shaw, Sharp, Newsom, Yeager, Lyon, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Insane Asylum—Mr. Hyatt, chairman; Moyer, Ramsey, Wakefield, Yeager, Hardison, Grant, McCaskey, Person, Atwater, Henderson, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony, Barker, Gaddy.

Counties, Cities and Towns—Mr. Maxwell, chairman; Grant, Walker, Smathers, Lyon, McCarthy, Uley, Whedbee, Justice, Abell, Barringer, Pool, of Alamance, Ray, Scales, Anthony, Early.

Military Affairs—Mr. Barker, chairman; Yeager, Earnhart, Dickson, Odum, Ashburn, Shaw, Sharpe, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Enrolled Bills—Mr. Shore, chairman; Whedbee, Clark, Person, Hardison, Ashburn, Robeson, Scales, Ray.

Printing—Mr. Craven, chairman; Messrs. Ward, Reynolds, Bailey, Young, Pinnix, Cathey and Leak.

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## STOCK DEALINGS WEAK

Seriously Affected by Investigation of Affairs of Trusts.

## SUGAR WAS PARTICULARLY WEAK

IMPENDING CONFLICT BETWEEN SUGAR TRUST AND ARBUCKLES.

African Complications Unsettle the London Market—All Stocks Suffered—Bonds Were Strong and Sales Large.

New York, Feb. 5.—The early dealings in the stock exchange were characterized by weakness, owing mainly to moderate sales for London account, and the investigations now in progress in various States into the affairs of the trusts. Sugar was particularly weak, and there was a sharp pressure to sell the stock at the opening on the announcement that officials identified with the company had incorporated a coffee company with a capital of \$100,000 to fight the Arbuckle case. This was accepted as meaning a sharp conflict between those at the head of the sugar and coffee trades, and further reductions in the price of both articles. Sugar opened a full point lower at 11 1/2, to 11 1/4, and later sold down to 11 1/8. The stock figured for 63,700 shares in a total for the whole list of 102,415 shares.

The general market yielded 1/4 to 1/2 per cent. The Grangers, Manhattan and Chicago Gas led the downward movement. Advices from London that the market there was unsettled in consequence of rumors of South African complications and the illness of the Czar, had a influence on local speculation. The Grangers weakened by the statement of the C. B. and O. showing only a little over 3 per cent. earned on the stock for the calendar year, and Boston houses were sellers at the start. During the afternoon most of the early losses were recovered under purchases to cover short contracts, and in a few instances prices went above last night's finals. Sugar recovered from 11 1/8 to 11 1/4, but the rise brought in fresh offerings and the stock sold back to 11 1/8. Among the specialties Illinois Steel fell 1 per cent., and the Nickel Plate stocks were offered down on reports that the company will pass the dividend on the first preferred stock. Speculation closed quiet and steady in tone. Net changes show losses of 1/4 per cent., except in Northern Pacific preferred and the Coalters, which gained 1/4 per cent.

Bonds were strong. Sales footed up \$2,500,000.

## MONEY MARKET.

New York, Feb. 5.—Money on call easy at 1 1/2 per cent.; last loan at 1 1/4, and closing at 1 1/2 per cent. Prime mercantile paper 3 per cent. Bar silver 44 1/2. Sterling exchange steady, with actual business in bankers' bills at 48 1/4 and 48 1/2 for 60 days and 48 1/4 and 48 1/2 for demand. Postal notes 48 1/4 and 48 1/2. Commercial bills 48 1/4 and 48 1/2. Government bonds steady. State bonds quiet. Railroad bonds firm. Silver at the board neglected.

## STOCKS.

American Cotton Oil	11 1/2
American Sugar Refinery	11 1/2
American Tobacco	10 1/2
Atchafalpa	14 1/2
B. & O.	15 1/2
Canadian Pacific	55 1/2
C. & O.	17 1/2
Chicago & Alton	16 1/2
C. B. & Q.	7 1/2
Chicago Gas	7 1/2
Delaware & Lackawanna	15 1/2
D. & C. F.	15 1/2
Erie	14 1/2
Gen. Electric	35 1/2
Illinois Central	94 1/2
L. E. & W.	16 1/2
Lake Shore	65 1/2
L. & N.	15 1/2
L. N. & C.	15 1/2
Manhattan Consolidated	15 1/2
M. & C.	15 1/2
Michigan Central	90 1/2
Missouri Pacific	22 1/2
Mobile & Ohio	21 1/2
Nash & Chat.	67 1/2
U. S. Cordage	67 1/2
N. J. Central	99 1/2
N. Y. Central	93 1/2
N. Y. & N. E.	37 1/2
N. W. & P. E.	17 1/2
Northern Pacific	15 1/2
N. W.	104 1/2
Pacific Mail	153 1/2
Reading	25 1/2
Rock Island	26 1/2
St. Paul	67 1/2
Silver Certificates	132 1/2
Tenn. Coal & Iron	64 1/2
Texas Pacific	29 1/2
Union Pacific	91 1/2
Wabash	7 1/2
Western Union	15 1/2
W. & L. E.	82 1/2
W. & L. E.	82 1/2

## BONDS.

Alabama, class A	105 1/2
B	104 1/2
C	98 1/2
La. B. 4's	95 1/2
N. C. 4's	103 1/2
Tenn. new set. 3's	122 1/2
U. S. 4's, def.	77 1/2
U. S. 4's, reg.	62 1/2
U. S. 4's, reg.	111 1/2
U. S. 4's, reg.	95 1/2
So. Railway 5's	90 1/2
con.	98 1/2
S. C. 4's	92 1/2

U. S. new 4's, Dec	122 1/2
Coup.	122 1/2
TREASURY BALANCES.	
New York, Feb. 5.—Treasury balances: Coin, \$123,035,148; currency, \$58,276, 16.	

## CHICAGO PRODUCE MARKET.

Chicago, Ill., Feb. 5.—The wheat market was active today. It was also very irregular. The English and Continental markets displayed very little concern over the alleged prospective French shortage, that difference having a decided influence for weakness of our market at the opening. The rains in the southwest with a promise of a cold wave to follow, were potent for the good of prices later, but there appeared to be lots of wheat for sale just under the calls, and that pressure was sufficient to prevent any material bulge, and eventually caused a reaction to about yesterday's closing figures. May wheat opened from 75 1/4 to 75 1/2, advanced to 75 1/2, closing at 75 1/2, a shade under yesterday. Cash wheat was irregular, closing steady.

A prominent commission house was the leading buyer of corn, taking all that was offered and virtually supporting the market. The selling was scattered, and for scalping. The early decline in wheat had a tendency to produce softness in the tone, but the subsequent rally in the leading market was equally as effective for strength. Weather had a firming influence on prices. May corn opened at 24 1/4 to 24 1/2, sold between 24 1/4 and 24 1/2, closing at 24 1/4 to 24 1/2—a shade under yesterday. Cash corn was steady and unchanged.

No very great activity was noted in oats, but the trade was not dull. London quoted strength, and 3d. advance from Wednesday in oat prices. May oats closed 1/2c. lower. Cash oats were steady and unchanged.

Provisions—The hog market was disappointingly lower this morning. The run of hogs was several thousand head in excess of anticipation, and that had a discouraging effect on the prod. etc. At the close May pork was 57 1/2c. lower; May lard 2 1/2c. lower; and May ribs 2 1/2c. lower.

Chicago, Ill., Feb. 5.—Leading futures ranged as follows:

	Opening.	Closing.
WHEAT—No. 2.		
February	73 3/4	74
May	75 1/4	75 1/4
July	71 1/4	71 1/4
CORN—		
February	22 1/4	22 1/4
May	24 1/4	24 1/4
July	25 1/4	25 1/4
September	26 1/4	26 1/4
OATS—		
February	15 1/4	15 1/4
May	17 1/4	17 1/4
July	18 1/4	18 1/4
MESS PORK—		
May	7.50	7.52 1/2
July	7.60	7.65
LARD—		
May	3.77 1/2	3.77 1/2
July	3.85	3.85
SHORT RIBS—		
May	3.85	3.85
July	3.92 1/2	3.95

Cash quotations were as follows: Flour easy; hard spring wheat patents \$4.14 to \$4.40 in wood; soft wheat patents \$3.09 to \$4.10; hard wheat bakers' in sacks \$2.75 to \$3.25; soft wheat bakers' \$3.00 to \$3.35. No. 2 spring wheat 73 3/4 to 74; No. 2 red 84 1/2 to 85; No. 2 corn 24 1/4 to 24 1/2; No. 2 oats 16 1/4 to 16 1/2. Mess pork \$7.45 to \$7.50; lard \$3.75 to \$3.80; short ribs \$3.85 to \$3.90; dry salt shoulders \$4.25 to \$4.50. Short clear sides \$4.12 to \$4.25. Whiskey \$1.17.

## NEW YORK COTTON MARKET.

New York, Feb. 5.—Cotton steady; middling 7 1/2 to 7 3/4; net receipts, — bales; gross receipts, 2,200 bales; to the Continent, 1,600 bales; forwarded, 2,902 bales; sales, 87 bales, all spinners; stock, 283,327 bales.

Weekly—net receipts, 947 bales; gross, 19,377 bales; exports to Great Britain, 12,234 bales; to France, 760 bales; to the Continent, 5,371 bales; forwarded, 8,527 bales; sales, 7,074 bales; spinners, 2,474 bales.

Total today—net receipts, 14,083 bales; exports to Great Britain, 7,347 bales; to France, 6,519 bales; to the Continent, 15,182 bales; to the Channel, none stock, 99,400 bales.

Total so far this week—net receipts, 100,183 bales; exports to Great Britain, 2,358,368 bales; to France, 517,924 bales; to the Continent, 1,371,135 bales; to the Channel, 5,481; stock, none.

Cotton futures closed quiet and steady; sales 58,200 bales; February 7.00; March 7.04; April 7.10; May 7.17; June 7.21; July 7.25; August 7.26; September 6.94; October 6.6; 5; November 6.85; December 6.90.

## COMPARATIVE COTTON STATEMENT.

New York, Feb. 5.—The following is the comparative cotton statement for the week ending Jan. 15:	
Net receipts at all U. S. ports	100,183
Net receipts at U. S. ports week last year	112,817
Total receipts to this date	5,613,107
Total receipts to same date last year	4,067,215
Exports for the week	19,377
Exports for same week last year	145,901
Total exports to this date	4,252,908
Total exports to same date last year	2,776,952
Stock at all U. S. ports	998,400
Stock at all U. S. ports same time last year	901,021
Stock at all interior towns	381,366
Stock at all interior towns same time last year	460,630
Stock at Liverpool	1,299,000
Stock at Liverpool same time last year	1,100,000
Stock of American float for Great Britain	255,000
Stock of American float for Great Britain same time last year	165,000

TOTAL NET RECEIPTS.

New York, Feb. 5.—The following are the total net receipts of cotton at all ports since September 1, 1896:	
Galveston	1,174,783
New Orleans	1,730,866
Mobile	250,554
Savannah	712,399
Charleston	358,367
Wilmington	285,588
Norfolk	615,302
Baltimore	48,440
New York	95,482
Boston	129,621
Newport News	9,227
Philadelphia	28,845
West Point	50
Brunswick	84,422
Port Royal	58,767

Pensacola	46,533
Texas City	44,456
Velasco	
Total	5,613,107

## LIVERPOOL COTTON MARKET.

Liverpool, Feb. 5.—12:30 p. m.—Cotton quiet; American middling 3 1/2 to 3 3/4; sales 8,000 bales; American 7,600 bales; speculation and export 500 bales; receipts 1,900 bales; American 100 bales.

Futures opened quiet, demand moderate; American middling, l. m. c.—February and March, 3 1/2; March and April, 3 3/4; April and May, 3 5/8; May and June, 3 3/4; June and July, 3 3/4; July and August, 3 1/2; August and September, 3 1/2; September and October 3 1/2; October and November, 3 1/2; November and December 3 1/2. Futures closed quiet and steady.

4 P. M.—Cotton—American middling, l. m. c.—February, February and March 3 1/2; March and April, 3 3/4; April and May, 3 5/8; May and June, 3 3/4; June and July, 3 3/4; July and August, 3 1/2; August and September, 3 1/2; September and October 3 1/2; October and November, 3 1/2; November and December 3 1/2. Futures closed quiet and steady.

## RALEIGH COTTON MARKET.

Raleigh, N. C., Feb. 5.	
Strict good middling	7
Good middling	6 1/2
Strict middling	6 1/2
Middling	6 1/2
Receipts on market yesterday	37 bales;

## OTHER COTTON MARKETS.

New Orleans, La., Feb. 5.—Cotton futures closed quiet and steady; sales 25,900 bales; February, 6.80; March, 6.83; April, 6.89; May, 6.96; June, 7.01; July, 7.06; August, 6.93; September, 6.63; October, 6.56; November, 6.57.

February 5.

Galveston steady, 7 1/2 to 7 3/4 bales.

Norfolk steady, 7 1/2 to 7 3/4 bales.

Baltimore quiet, 7 1/2 to 7 3/4 bales.

Boston steady, 7 1/2 to 7 3/4 bales.

Wilmington firm, 6 1/2 to 7 bales.

Philadelphia quiet, 7 1/2 to 7 3/4 bales.

Savannah quiet and steady, 6 1/2 to 7 bales.

New Orleans quiet, steady, 6 1/2 to 7 bales.

Mobile quiet, 6 1/2 to 7 bales.

Memphis steady, 6 1/2 to 7 bales.

Augusta steady, 7 1/2 to 7 3/4 bales.

Charleston firm, 6 1/2 to 7 bales.

Cincinnati quiet, 7 1/2 to 7 3/4 bales.

Louisville quiet, 7 1/2 to 7 3/4 bales.

St. Louis steady, 7 1/2 to 7 3/4 bales.

Houston quiet, 7 1/2 to 7 3/4 bales.

NEW YORK PRODUCE MARKET.

New York, Feb. 5.—Flour quiet, steady; winter wheat low grades \$2.30 to \$2.40; do fair to fancy \$2.50 to \$2.60; do patents \$4.75 to \$5.00; Minnesota clear \$3.50 to \$4.00; patent \$4.10 to \$4.50; low extras \$2.30 to \$2.40.

Wheat—spot market dull, steady; No. 2 red, f. o. b., 94 1/2; ungraded red 75 to 76; No. 1 Northern 87 1/2. Options opened weak and closed steady; No. 2 red, February 84; March 84 1/2; May 84 1/2; June 84 1/2; July 84 1/2; September 76 1/2.

Corn—spots dull, easier; No. 2, 28 1/2 in elevator; 29 1/2 afloat; steamer mixed 28 1/2; No. 3, —. Options dull and steady at the decline; February 28 1/2; May 29; July 31 1/2.

Oats—spots fairly active, firm; options dull, easier; February 21 1/2; May 22; July 22 1/2. Spot prices—No. 2, 21 1/2; No. 2 white 24; mixed western 24 1/2 to 24 3/4.

Hay quiet; shipping 55; good to choice 73 1/2 to 74 1/2.

Hides firm, moderate demand; wet salted Havana selected, 35 to 50 pounds, at 7 1/2; Texas dry, 21 to 25 pounds, 12 to 13.

Wool firm, moderate demand; domestic fleece 16 to 23; pulled 18 to 21.

Beef firm, quiet; family \$2.25 to \$2.50; extra mess \$7.00 to \$8.00.

Beef hams steady at \$17.50 to \$18.00.

Tierced beef firm; city extra India mess \$13.00 to \$14.00.

Cut meats slow, steady; pickled bellies 4 1/2; shoulders 4 1/4 to 4 1/2; hams 5 1/4 to 5 1/2.

Lard—western steam \$4.00; city \$3.55; Mess \$4.07; refined slow; continent \$4.25; Pork dull, easy; new mess \$8.00 to \$8.75.

Butter—choice steady; State dairy 10 to 18; do creamery 14 to 20; Elgin 21 to 24.

Eggs rather easy; State and Pennsylvania 16; ice house, per case \$2.00 to \$3.00; western fresh 15 to 17; Southern 14 to 15; lard 13 to 14.

Cottonseed oil quiet, barely steady; crude 20; yellow prime 23.

Petroleum dull, refined New York 6.30; Philadelphia 6.15; do in bulk 6.50 to 7.00.

Rosin quiet; strained, common to good \$1.70.

Turpentine nominal at 28 to 29.

Rice firm, fair demand; domestic fair to extra 3 1/2 to 4 1/4; Japan 4 1/4 to 4 1/2.

Molasses quiet, easy, moderate demand; New Orleans open kettle, good to choice new 22 to 23.

Peanuts quiet; fancy hand-picked 3 1/4 to 3 1/2; coffee stea y, 5 to 10 points down; March \$9.30; May \$9.55; July \$9.45; December \$9.50; spot Rio dull, steady; No. 7, 9 1/2.

Sugar—raw quiet; fair refining 2 1/2; refined quiet, steady; off A 3 1/4; standard A 4 1/4; cut loaf 4 1/2; crushed 4 1/2; granulated 4 1/2.

Freights to Liverpool—market quiet; cotton quiet by steam 3 3/4; grain by steam 2 1/2.

## CATTLE MARKET.

Union Stock Yards, Ill., Feb. 5.—Cattle—receipts, 30,000; market firm; common to extra steers \$3.70 to \$5.50; stockers' and feeders' \$3.00 to \$4.25; cows and bulls \$1.80 to \$3.75; Texans \$2.50 to \$4.35.

Hogs—receipts 23,000; market easy; heavy packing and shipping lots \$3.20 to \$3.47; common to choice mixed \$3.25 to \$3.47; choice assorted \$3.40 to \$3.50; light \$3.35 to \$3.50; pigs \$3.20 to \$3.50.

Sheep—receipts 6,000; market firm; inferior to choice \$2.50 to \$4.00; lambs \$3.50 to \$5.00.

## Notice.

Application will be made to the General Assembly of North Carolina, session of 1897, to charter the National Protective Association.

## The Central at Charlotte.

All traveling men pronounce the Central Hotel at Charlotte the leading hotel of the State. Cuisine the finest and all the specialties of the season.

## Scholars Wanted.

Desirous of being occupied, I would take charge of ten or twelve children at my residence. Best of care would be exercised in regard to their moral, mental and physical culture. Can prepare them for any ordinary business of life. Address:

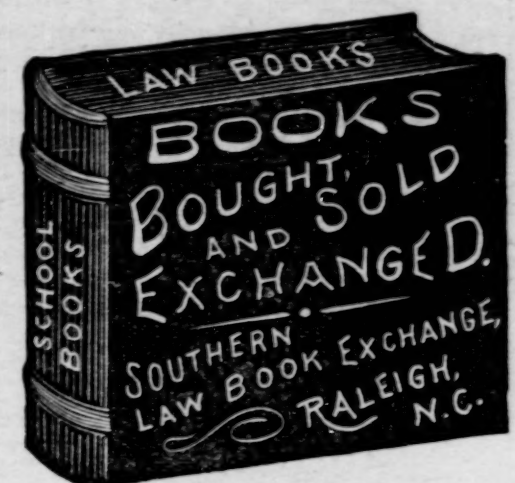
W. T. WOMBLE,

636 East Hargett Street, Raleigh, N. C.

## Old Clothing Made New.

D. W. C. HARRIS,  
Steam Dyer and Pawn Broker.

We buy or loan money on Old Clothing. Watches, Pistols, Guns, Musical Instruments. Suits cleaned, 75c; cleaned and dyed \$1.50.  
East Hargett Street, below Central Hotel, Raleigh, N. C.



## School and College Text-Books

AT ONE-HALF PRICE.

All kinds of Books bought, sold and exchanged, especially School and Law Books.

We furnish them at prices lower than Northern houses, and in much less time.

Our stock is the largest of Law and School Books, Stationery, School and General Office Supplies, and we occupy the largest and oldest book-store in the State.

N. C. Reports from \$1.50 each up, in odd volumes of complete sets.

Give us a trial order, and list your books for sale or exchange.

Southern Law Book Exchange.

M. M. SMITH, Manager.

A. Williams' old stand, 119 Fayetteville St.

SOUTHERN RAILROAD.  
(PIEDMONT AIR-LINE.)

## Condensed Schedule.

In Effect June 14, 1896.

## TRAINS LEAVE RALEIGH, DAILY:

"NORFOLK & CHATTANOOGA LIMITED."

3:40 p. m. daily—Solid vestibuled train with sleeper from Norfolk to Chattanooga, via Salisbury, Morganton, Asheville, Hot Springs and Knoxville.

Connects at Durham for Oxford, Clarksville and Keyville, except Sunday. At Greensboro with Washington and Southwestern Vestibuled (limited) train for all points north, and with main line train No. 12 for Danville, Richmond and intermediate stations; also has connection for Winston-Salem, and with main line train No. 35, "United States Fast Mail," for Charlotte, Spartanburg, Greenville, Atlanta, and all points South; also Columbia, Augusta, Charleston, Savannah, Jacksonville, and all points in Florida. Sleeping car for Atlanta, Jacksonville, and at Charlotte with sleeping car for Augusta.

"CHATTANOOGA AND NORFOLK LIMITED."

11:45 a. m. daily—Solid train, consisting of Pullman sleeping cars and coaches from Chattanooga to Norfolk, arriving at Norfolk at 5:20 p. m., in time to connect with the Old Dominion, Merchants & Miners', Norfolk & Washington, and Baltimore, Chesapeake & Richmond Steamship Companies for all points north and east.

Connects at Selma for Fayetteville and intermediate stations on the Wilson & Fayetteville Short Cut daily; daily except Sunday for Newbern and Morehead City; daily for Goldsboro and Wilmington and intermediate stations on the Wilmington & Weldon Railroad.

EXPRESS TRAIN.

8:55 a. m. daily—Connects at Durham for Oxford, Keyville, Richmond; at Greensboro for Washington and all points north.

EXPRESS TRAIN.

3:09 p. m. daily—For Goldsboro and intermediate stations.

LOCAL.

2:00 a. m. daily—Connects at Greensboro for all points north and south and Winston-Salem and points on the Northwestern North Carolina Railroad; at Salisbury for all points in Western North Carolina, Knoxville, Tenn., Cincinnati and western points; at Charlotte for Spartanburg, Greenville, Athens, Atlanta and all points south.

TRAINS ARRIVE AT RALEIGH:

EXPRESS TRAIN.

3:09 p. m., daily—From Atlanta, Charlotte, Greensboro and all points south.

LOCAL.

7:10 a. m. daily—From Goldsboro and all points north and south. Sleeping car from Greensboro to Raleigh.

"N



## THE DAILY TRIBUNE.

SATURDAY, FEBRUARY 6, 1897.

## THE WEATHER.

Forecast for Raleigh and Vicinity.  
Rain; warmer tonight and Saturday.  
Forecast for North Carolina.  
Threatening weather and rain tonight and Saturday; slightly warmer.

## Weather Conditions.

The storm has moved from Texas to the central and lower Mississippi valley. The weather is threatening, with rain or snow, over the entire central section of the United States. It is clear only on the north Atlantic coast, in the vicinity of the high barometric area, and over Texas. The heaviest rains during the last 24 hours were 1.48 inches at Memphis, 1.16 at Vicksburg, 1.64 at New Orleans and 1.60 at Mobile. Another storm has appeared in the extreme northwest.

C. F. VON HERRMANN,  
Section Director.

## Personal.

Miss Claudia Leach is ill.  
Mr. Geo. D. Bennett, of Goldsboro, is here.  
Mr. D. Eatman, of the University, is in town.  
Mr. F. H. Wells, of Charlotte, is at the Park.  
Mr. T. B. Crawford, of Winston, is in Raleigh.  
Hon. Clement Manly, of Winston, is in the city.

Chairman A. E. Holton has returned to Winston.

Mr. C. A. Riddle is extremely ill with pneumonia.

Mr. Nathan O'Berry, of Goldsboro, is in Raleigh.

Mr. W. W. Willis, of Yorkville, S. C., is at the Park.

Mr. Zuck Garrett, of Henderson, has returned to the city.

Mr. W. G. Separk spent yesterday in Henderson on business.

Secretary of State Thompson spent yesterday out of the city.

Mr. Walter Henry is here in the interest of his client, Monroe Johnson.

Mr. and Mrs. G. Rosenthal left yesterday for Philadelphia and New York.

Colonel and Mrs. W. A. Turk, returned to Washington, D. C., yesterday.

Mrs. Rebecca Norwood, who has been ill with pneumonia, is now convalescent.

Mr. Munson and family are living on the corner of Wilmington and Jones streets.

Mr. T. J. Anderson, General Passenger Agent of the S. A. L., left for Portsmouth yesterday.

Mr. T. B. Crawford, a popular young traveling man from Winston, spent last night in the city.

Mr. B. A. Newland, of Atlanta, General Agent of the Passenger Department, is in Raleigh.

Messrs. John Brewer, E. Y. Pool and Walter Cahoon, of Wake Forest, were in town last night.

Mr. G. McP. Batt, Traveling Passenger Agent, of Charlotte, for the S. A. L., left the city yesterday.

Judge and Mrs. W. L. Norwood left yesterday. Judge Norwood holds his next court in Union county.

Miss Emma Jefferson and Miss Myrtle Lee, of Danville, Va., are visiting Miss Minnie Barber on Newbern avenue.

Miss Mamie Gully, of Goldsboro, returned home yesterday morning. She attended the Walters Faison marriage here.

Mr. McDuffie, Populist chairman of Cumberland county, went home yesterday. He is a candidate for Labor Statistician.

Sanders Dent, P. V. Anderson, W. K. Boyd, M. T. Dickinson, Jack Johnston, J. A. Sharp, S. H. Brannon, S. M. Holton, of Durham, are at the Park.

THE TRIBUNE regrets to announce that Rev. Edwin C. Glenn, pastor of Central Methodist Church, is confined to his bed by an attack of la grippe.

Mr. James I. McCree, of the Richmond Dispatch, was here yesterday. He left his family in Raleigh, as his wife's mother, Mrs. Charles E. Johnson, Sr., is ill.

Miss Alice Mullins, a student at the Greensboro State Normal School, is in the city recuperating from an attack of sickness. She is the guest of her aunt, Mrs. M. L. Blake.

Capt. W. M. Moore, one of the leading attorneys of the west, from Yancey county, who has been here for some days on legal business, left yesterday for his home at Burnsville, N. C.

Rev. A. L. Betts was called from the city yesterday by the illness of his mother, Mrs. Allen Betts. She has pneumonia and her condition may keep Mr. Betts from his pulpit Saturday.

Mr. Jennett, the famous cartoonist of the News and Observer, left yesterday for New York where he will pursue his studies in drawing. Mr. Jennett was one of the best known persons in Raleigh and was universally popular.

Mr. S. Meares has just returned from Riden county, where he accompanied Representative D. B. Sutton, who was summoned to the bedside of his brother, Mr. William Sutton. Mr. Meares says no hope is entertained for Mr. Sutton's recovery.

Mr. Garland Tucker had a narrow escape yesterday afternoon. He was driving down Fayetteville street, when his horse attempted to run away. The buggy was thrown against a delivery wagon and Mr. Tucker pitched out. However, his horse was immediately stopped and Mr. Tucker was unhurt.

## Ralph Bingham.

Last evening Ralph Bingham entertained several hundred in the Metropolitan Opera House with recitations and violin solos. His imitation of Bryan addressing 25,000 people was greatly enjoyed. The exercises amused and pleased the audience.

## RALEIGH TO BE LIGHTED

BOARD OF ALDERMEN DECIDED THAT LAST NIGHT.

Street Car Company Must Run Cars on Fortified Charter—Better Plan for Collecting City Taxes Adopted.

Mayor Russ called the Board of Aldermen to order last evening in regular monthly meeting. Eight of the twelve aldermen were present. Minutes of the last meeting were read and approved.

Alderman Boushall submitted the report of the Finance Committee, showing collections for January, 1897, by Chief of Police Heatt amount to \$3,231.76; collections by Collector Hutchings amount to \$12,445.09. Claims against the city were examined and approved by the committee, amounting to \$5,206.36. The Finance Committee also reported that the back taxes since 1885 amounted to \$25,708.73, and some recommendations were made, which were adopted later, providing for closer collections in future.

The street committee, through Alderman Drewry, reported the work on Hillsboro street completed, Morgan street bridge built, and that the Southern Railway had placed an iron bridge across South street, instead of the wooden one, as required by the board. A recommendation was adopted to serve notice on the Street Car Company that unless work be commenced on the line in the next sixty days steps will be taken to declare their contract void and their franchise forfeited. The committee reported that an excellent bridge has been built over Rocky branch at a cost of \$118.70. A recommendation is made, which was afterwards adopted, and is given below.

The police committee, through Alderman Ferrall, recommended that license to sell liquor at 235 Wilmington street be granted Mr. R. Schelle. The license was granted.

Alderman Boushall submitted the report of the Light Committee, stating that since the city is not properly lighted, and as the contract for street lights expires in May, sealed bids had been advertised for, to be received on or before Feb. 5, 1897, to provide seventy electric lights of 1,200 candle power to burn all night, and only two replies have been received, therefore the committee recommended that the Mayor appoint a committee of five, who, with the aid of the city attorney, shall give out a contract by Feb. 12, 1897, for the lights above mentioned. This recommendation was adopted.

An ordinance was recommended by the Finance Committee authorizing the Finance Committee to make sale or exchange of sufficient number of five per cent. bonds for refunding the bonds known as the "Funded Debt bonds" (six per cent.) amounting to \$30,000 maturing in July of this year.

An ordinance was also adopted requiring the City Tax Collector, on taking the tax lists each year for the collection of taxes, to give a receipt for the same, and at the end of each fiscal year he shall be required to make settlement with the city in the same manner as sheriffs or tax collectors of State and county taxes are required to settle with the State and county, and that he be allowed like credits in said settlement upon like conditions.

Alderman Drewry said this was a splendid plan and commended it in a short talk.

There being no other business, the meeting adjourned.

## ORATORICAL CONTEST.

Large Audience—Splendid Speeches—Good Music—At A. & M. College Last Evening.

The Leazar Charter Class Memorial Association held its annual oratorical contest at the A. & M. College last evening. A large audience assembled in the tastefully decorated hall. A band rendered sweet music at the intervals between the orations.

The opening address, by Mr. W. J. McLendon, Jr., was well chosen and to the point.

The address by Representative of L. C. G. M. A. was delivered by Mr. S. M. Young, of Raleigh. His subject was "Success Shows Ability."

Mr. C. B. Kendall was the first orator. He pleaded pathetically in behalf of "Free Cuba."

"The Past and Its Influence" was the subject of Mr. W. A. G. Clark, of Raleigh. His oration was well written, his delivery impressive and his language forcible.

"Carlyle's Message" was the theme of Mr. S. G. Kennedy. Mr. Kennedy had a good voice, his speech was well committed and he delivered it with much fire.

The last oration of the evening was that of Mr. N. R. Stansel, who spoke on "The Engineer in Modern Life," taking as his motto, "By Work We Shall Conquer."

The judges of the contest were D. B. F. Dixon, J. M. Walser and Representative Schuiken.

The decision of the judges was rendered in favor of Mr. S. G. Kennedy. After the exercises were over a delightful hour was spent in a social way by the young people present.

To Amend St. Augustine's Charter.

By reference to the House proceedings of yesterday, it will be seen that a bill was introduced amending the charter of St. Augustine's School of this city.

The bill provides for the repeal of section 3, chapter 91, laws of 1893, and substitutes the following in its stead: "That the Board of Trustees shall consist of not more than fifteen members of the Protestant Episcopal Church, including the Bishops of the Diocese of North Carolina, who shall be ex-officio Chairman of the Board. A majority of the Board shall be citizens of this State."

Dughi's restaurant is open from 6 in the morning until 2 at night.

Denton sells the best whiskey in the city for 10c. per drink.

## SEATS NOW ON SALE

For Monday's Performance of the Staniford Company.

The sale of seats for "A Soldier's Sweetheart," the opening bill of the Staniford Company, open this morning, and those who intend to be present on his occasion had better secure seats at once, for a sitting room only will be at a premium Monday evening.

The Staniford Herald has the following to say on their performance of "A Soldier's Sweetheart," which will be the opening bill: "The Staniford Company began their week's engagement last night with 'A Soldier's Sweetheart,' to a large audience, and without doubt the best pleased and most highly delighted one that has assembled in Spartanburg. It is utterly impossible to go into any details concerning the acting, for it was all good. The performance seemed to take well with the audience from the very start, and when the curtain went down for the last act everybody seemed to be trying to tell everybody that 'the show was the best I ever saw.'"

## A Pardonable Slip.

A bright young man in the class of applicants for license to practice law, examined before the Supreme Court the other day, was asked, "Who makes the laws?" Without a moment's hesitation he responded, "The Legislature, with the assistance of the Supreme Court." It is presumed he meant that the Legislature makes laws, subject to construction by the Supreme Court. The slip might be considered pardonable under any circumstances; but when it is known that a distinguished North Carolina jurist is engaged almost constantly in drafting bills to be presented in the Legislature, the young man's mistake becomes positively amusing.

## A Staunch Republican.

In THE TRIBUNE's report of the seating of Messrs. Canton and Williamson the contestants in the famous Mecklenburg House contest election case, yesterday, Mr. Williamson was reported as being a Populist. Mr. Williamson is not a Populist, but a staunch Republican, and the correction is gladly made. The report as to Mr. Williamson's politics was made in good faith upon the statement of one who was presumed to know.

Bananas 15, 20 and 25c. per dozen at Dughi's.

## Metropolitan Opera House.

One full week, commencing

MONDAY, FEBRUARY 8th,

The Flora Staniford Co.

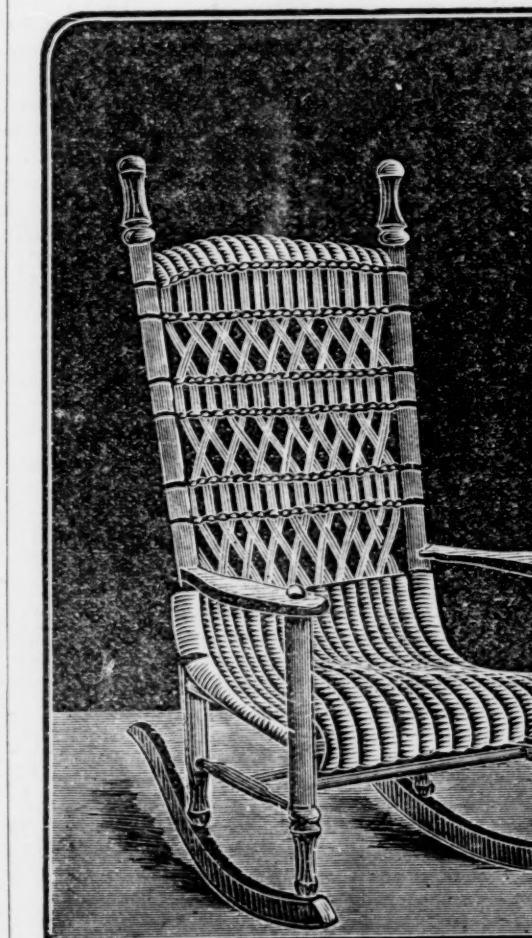
in high class repertoire,

opening Monday

night in

A Soldier's Sweetheart.

Popular Prices, 10, 20, 30.



Be sure to see us before buying anything in our line.

Yours truly,

THOMAS & CAMPBELL

Nos. 9 and 12 E. Martin St. Phone 261 C.

Leading Furniture Dealers of Raleigh, N. C.

Members

OF THE

Legislature . . . . .

Have to Eat!

Why not eat where you can get

THE BEST?

Everything the Market Affords

at any hour of the 24.

BEST OF

WINES, LIQUORS and CIGARS.

McCLURE & HALES'

Bonanza Saloon,

232 FAYETTEVILLE ST.

## ALICE BYNO COMPANY.

May Sue the News and Observer—Company in Henderson Next Week.

Mr. C. S. D. Hammond, manager for the Alice Byno Company, which showed here last week, spent yesterday in Raleigh. Mr. Hammond consulted an attorney while here in regard to entering suit against the News and Observer for injury done the company by a statement which that paper published last Tuesday. The statement was that the baggage of the company was attached for their bad bill while in Raleigh. Mr. Hammond says this was entirely without foundation, and has done the company much harm. He says further that all the bills of the company in this city were paid before leaving, except part of the board bill, and that was amicably settled.

Alice Byno Company played very successfully in Durham this week, and will show in Henderson Monday.

No marriage licenses were issued yesterday. The superstition concerning Friday holds in marriage as well as in other affairs.

Denton's is the most popular place in the city because he keeps the best in the saloon and restaurant lines, coupled with polite employees and proper treatment.

Oranges 10, 15 and 20c. per dozen at Dughi's.

## Great Gewhilikens!

Have you seen those prices and the goods the Lyon Racket Store has in its window? Why they are giving away hardware. It can't be bought for what they sell it for, but still it goes for a mere sum. Why? Because they pay cash for what they buy, and sell it for the same thing—CASH; and do not have to add an extra profit to make up for bad debts. Our space is small; our profits are the same. We do not wish our customers to pay for big advertisements. Come and see us. We carry various different lines, and they must sell. Our stock is composed of

HARDWARE,  
TINWARE,  
GLASSWARE,  
STOVEWARE,  
DRY GOODS, NOTIONS,  
SHOES and BOOTS,  
STATIONERY,  
MILLINERY,  
CLOAKS and CAPES.

In other words, anything you can call for, and if it is not in stock when you call for it, will be in five days afterwards. Come to see us, as we wish to show you our stock.

Yours to please,  
LYON RACKET STORE,  
16 East Martin St., Raleigh.

## Thomas &amp; Campbell's

SPECIAL

BARGAIN

SALE. . .

All Rockers

Now at COST!

We have about one hundred left over from our holiday trade that must be closed out at once.

Our line of chamber suits are the finest ever shown here. All marked at hard times prices.

In our line of dining-room furniture we have made special reduction. On sideboards—A beautiful sideboard, former price twenty-two dollars, former price twenty-two dollars.

We have also made a sweeping reduction in all pieces of furniture, such as china closets, book cases, secretaries, ward robes, ladies' desks, etc., etc.

We have just received one hundred rolls of new Japanese Matting, which we will sell very cheap until we get our regular spring stock.

We are receiving our first carload of infant's carriages, which are undoubtedly the most beautiful ever shown in this city.

Be sure to see us before buying anything in our line.

Yours truly,

THOMAS & CAMPBELL

Nos. 9 and 12 E. Martin St. Phone 261 C.

Leading Furniture Dealers of Raleigh, N. C.

## Apples

A carload of best varieties Western New York Apples just received and for sale low by the barrel or load.

POTATOES!

A carload of the nicest Michigan White Potatoes at 60c. per bushel. One cent per pound by the bag of 3 bushels.

COAL

From the best mines in America continues to come in and go out "Like Hot Cakes."

WOOD

Cut any length and promptly delivered.

Corn, Oats, Bran.

Hay! Hay!! Five carloads of fine quality of Prime Timothy and choice mixed at rock bottom prices.

JONES & POWELL

RALEIGH, N. C.

THOMAS PESCU

Notice.

Notice is hereby given that application will be made to the General Assembly, session of 1897, for a charter to incorporate The Peoples' Mutual Real Estate Association, of Raleigh, N. C.

Raleigh, N. C., Jan. 9, 1897.

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## SHERWOOD HIGGS &amp; COMPANY,

203 and 205 FAYETTEVILLE STREET

## Special—The First Gun of the Spring.

Two cases Sea Island yard-wide Percals for shirt waists and children's dresses. All new styles at our celebrated no competition price, 10c. (See South window).

STOCK TAKING WEEK.—EYES SHUT TO THE COST PRICE.—SPRING DELIVERIES ARE UPON US.—A CLEAN SWEEP IS NOW TO BE MADE.

It is resolved and determined that all short-lines and accumulations shall be Reference to value not to be considered. During inventory this week, some lines of goods will be brought to face the sacrifice table, and in every department something will be found upon which quick moving prices will be placed.

Stock-taking is fraught with many surprises. Reckless price cutting, a daring, is often indulged in. Price paring, so ungrudgingly done here, is made the pleasure and enjoyment of the cautious-saving and economical, and many a dollar may be saved by the judicious investment here afforded for present and future wants.

Dress Goods took a drop. Blankets fall, Piece Goods tumble, and the price of Woolen Underwear go to pieces. All dark colored Wools and Cotton Goods for dresses have been reduced, and many lines of Shoes at prices way off.

Great lots of these goods greet you as you enter. Our most stylish and best offerings is where the most appreciative only have been applied, and the people who followed up our last week's advertisement to their fullest satisfaction may take some additional interests in this week's offerings.

## SHOE SECTION.

Our Special Shoe sale has become a land-slide. Geo. E. Keith's fine footwear \$3, \$4 \$5 qualities, calf skin, cordovan welts, and McKay's sewed, all sizes, 6 to 11, your choice only \$2.00

G. Gerstle & Co., Cincinnati, Ladies' Shoes, formerly \$3, \$2.50, \$2, none ever sold for less, your choice now of any and all, only \$1.00

Williams & Hoyt's Boys and Misses, standard make, qualities well known, Misses \$2.50 spring heel shoes \$1.50

Boys' \$2 spring heel shoes \$1.00

Children's \$1.25 spring heel shoes 75c

## EMBROIDERIES.

Hamburg and Nainsook Edge and settings. Special lines at special prices. All of our Embroideries are in one continuous length. No remnants.

Sherwood Higgs & Co.

SUCCESSORS TO C. A. SHERWOOD & CO.

I sell the finest Oysters sold in the city at 35 cents per quart. Receive them Mondays, Wednesdays and Fridays.

Try them.

Have received some new Bermuda Irish Potatoes, also a lot of those famous Virginia Hams.

Next week I will have plenty of New Tomatoes.

If you want anything at all your grocer fails to supply you with, come to see me. I can and will get it for you.

M. ROSENTHAL,

GROGER,

136 Fayetteville Street.

Wines and Liquors for family use. None drank on premises.

Do You

Want Any

Of These?

They are Specialties.

Pork and Beans with Tomato Sauce is something you haven't used.

Asparagus—Seal brand, and others.

Tomato Bouillon, in glass.

Evaporated California Fruit—the nicest line to be had.

Golden Gate Canned Goods. My stock is absolutely complete.

My own special importation of Java and Mocha Coffee in handsome package.

Welch's Grape Juice—something new—a non-alcoholic wine—for invalids.

The whole of The Tribune could be used to enumerate all the good things the store contains, for you know I am the leader in the grocery business.

THOMAS PESCU

Public Printing.

Under section three of chapter twenty of the Public Laws of the State of North Carolina for 1895, the Joint Committee on Printing and Binding of the General Assembly of North Carolina, advertise for thirty days from date for proposals for the public printing and binding for the State, for two years from and including the 30th day of June, 1897.

Printed forms of proposals for printing and binding, showing the class of work to be contracted for, will be furnished free of charge upon application to the chairman of the Printing Committee.